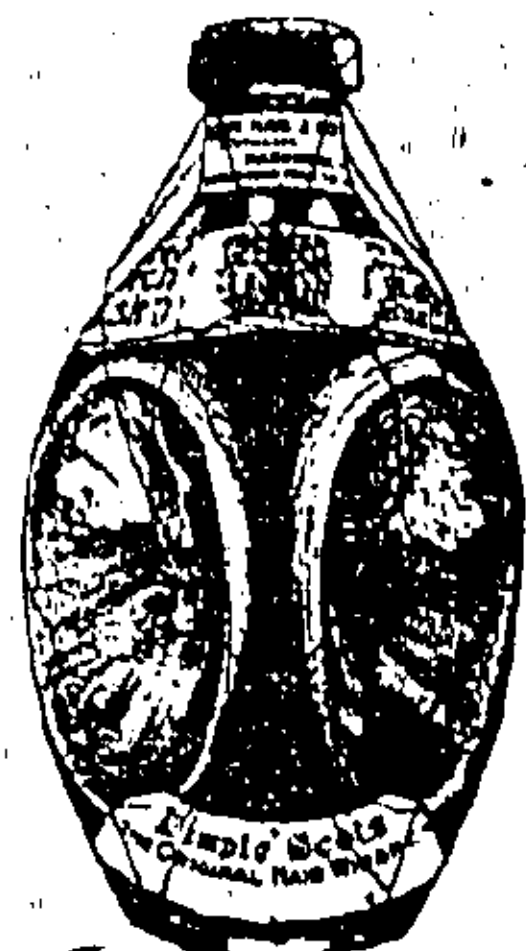


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THE SINGAPORE BASE. GRAVING AND FLOATING DOCKS.

Meetings of the Institution of Naval Architects, the Institution of Engineers and Shipbuilders in Scotland, and the North-East Coast Institution of Engineers and Shipbuilders opened at the Institution of Civil Engineers, Westminster, on June 25th.

An important paper was contributed by Mr. S. F. Staples and Captain D. J. Munro, R.N., on advanced naval bases. Mr. Staples met with a motor accident in the morning, and the paper was read by the secretary, Mr. R. W. Dana.

In the three naval wars fought since the introduction of steam between nations possessing first-class navies, early in the war the same step was taken by the more enterprising of the two belligerents, of establishing an advanced naval base, so that the fleet headquarters might be as convenient as possible to what might be termed the centre of gravity of naval operations. In the world war of 1914-18, notwithstanding the fact that the headquarters of the two principal naval belligerents were within a few hundred miles of one another, on the British side the same procedure was promptly followed.

Fortunately for the well-being of our naval forces in the war the Admiralty had a few years before built two floating docks stationed at Portsmouth and Sheerness, which could lift even in damaged condition any and all of the capital ships which formed our first line of defence. The floating dock at Portsmouth left its moorings on the outbreak of war for Invergordon. Later the Midway floating dock was moored off Jarrow, a smaller dock for destroyers being moved to Scapa. It was thus apparent that as the war progressed the need for advanced naval bases became more and more urgent.

The first cost of a mobile floating base would be very considerably less than that of a permanent land construction. A large proportion of the units that would form it we already possessed, and we had still plenty of ships doomed to be scrapped that could easily be converted to such purposes. A floating base could be fitted out for the following sums:—Large floating dock, £200,000; small floating dock, £50,000; floating crane, £200,000; floating factory, £200,000; mooring lighter, £20,000; launches, etc., £100,000; total, £1,100,000.

SINGAPORE

With this establishment at hand and ready, a base could be rapidly fitted up that would meet the requirements of a fleet operating at a great distance from a fixed base, and so enable a Commander-in-Chief to push his attack close to the enemy's coast-line. In the light of these facts, should we not ask ourselves if we as a nation would be doing the right thing if we were to install at Singapore or elsewhere a permanent base on shore, with excavated dry docks, that will take years to complete and cost a large sum of money, the greater portion of which will be spent abroad? Should we not rather provide, at a vastly less cost, the whole of which would be spent in British labour, a floating base fully equipped, which in time of war, or threat of war, could be bodily and readily transferred to whatever port or base the General Staff might deem the best for carrying out its duties?

Admiral Niblack (U.S.A.) said the subject was one to which he had given great consideration. The conditions in the States were very different to those in Great Britain. The object of Invergordon was entirely misunderstood. The real subject of the paper was resources at advanced bases. Nothing was more essential to the world at large and to the Empire in particular than a naval base at Singapore. Admiral Mahon had said that the three fundamental requirements of a naval base were (1) position, (2) strength, (3) resources. The question of strength involved the defence of a naval base, and it should be so placed that the fleet had not to defend it. Having selected a base, resources must be moved to it, and very few defensive bases had any resources. They must be fortified. Great Britain had a great mercantile fleet to draw upon, but they had had to plan a sufficient number of auxiliaries. They had given the name of "the train" to those which were manned by naval ratings and armed. In Singapore we had an ideal condition for a main base where could be stored all the requirements of the defensive base. Singapore would be a main base for the fleet, and he thought it was most unfortunate that there should have been a confusion between main and advanced base. (Applause.)

BRITISH NAVAL OPINION—FLOATING BASES INADEQUATE.

Captain E. Alham, R.N., agreed that a floating dock might serve the purpose of an operational base, but it was necessary to have behind that dock a fully developed main base, with complete facilities for docking, repairing and replenishing the fleet. The idea that the floating base could prove an effective substitute for a base of the kind proposed for Singapore could not be accepted, as it could fulfil only a limited number of the requirements of a large fleet, and, in any event, must include artillery, submarine boom defences, anti-aircraft guns and, perhaps, other auxiliaries for defence or repair work. A floating base of that kind would take months to reach its station and call for the employment of a large number of auxiliaries. The huge collection of ships and equipment required to maintain the Dardanelles naval forces would be recalled. Floating docks were vulnerable targets, whereas a graving dock on shore had only one vulnerable point, the dock gates. For four years one of the chief targets of the forces on the Belgian coast was the lock-gates of the canal connecting the submarine base at Bruges with the exit at Zeebrugge. At the Armistice these were found to be intact. He reached the conclusion that

to send a battle fleet out ahead of its main base, as would be the case under the proposals in the paper, and with the nearest naval dockyard 7,000 miles away, would be to court disaster. He could conceive a floating dock being useful at Hongkong if that had to be used.

Mr. W. J. Berry and Sir Eustace D'Eyncourt (Chief Naval Constructor) having spoken, Rear-Admiral C. C. Zegers Rijker (Permanent Secretary, Netherlands Naval Department) pointed out that danger of an advanced naval base of the kind proposed was that the fleet would have to defend it rather than the converse. The best defence for a fleet was the open sea and an attack on the enemy. The base ought to be able to defend itself. (Applause.)

Sir Westcott S. Abell thought a compromise was possible between a fixed and a mobile form of base.

Rear-Admiral E. R. Pears said the floating dock was a great asset to other docks. It was out of the question to think of towing one over the ocean after war had begun. One of the first things we would have to put down in connection with Singapore was a floating dock. As soon as the work of constructing a base was begun we could put in a floating dock, and then go on with the graving dock. He did not see any advantage in a floating dock except its mobility. A graving dock was not nearly so vulnerable. Mr. Lionel Clarke, replying in place of Mr. Staples, said that much of Britain's docking accommodation at home and in the Mediterranean was useless to-day owing to the growth of capital ships. Twice in our naval history had ships outgrown the docks. That pointed to the need for floating docks.

CANADIAN RESOLUTION.

The Dominion Council of the Navy League, at its annual Convention held at Victoria (B.C.), passed a resolution asking the Government to bring the attention of the Imperial Government to the need for Singapore as a naval base to safeguard the security of the Empire.

MR. BRUCE ON SINGAPORE.

Expounding in the House of Representatives at Melbourne on June 27th, the new developments in the defence policy on a Bill to appropriate £2,500,000 from the specially reserved allocation from accumulated surpluses, Mr. Bruce, the Prime Minister, pointed out that Australia was still, as always, dependent for its protection on Great Britain. If Great Britain's recent pacific gesture to the world was not responded to, it could and must be withdrawn. The one vital question which it was not proposed to provide for next year by Australia was a first-class base in the Pacific. Mr. Bruce said he was so convinced of the overwhelming importance of this in the interests of the Empire that he was satisfied that the Singapore decision of the British Government would be reversed.

SIR PERCY SCOTT AGAIN.

Admiral Sir Percy Scott stated:—The Admiralty wished to build docks at Singapore to accommodate the large battleships which we are now building. Some naval officers—your humble servant among them—objected to the Admiralty proposition, upon the following grounds:—(a) That if we were at war with Japan we could not take our fleet out to the Far East.

(b) That building the docks at Singapore would be wasting (probably) thirty millions of the British taxpayers' money.

(c) That Singapore and our overseas Dominions could, with modern weapons of defence, well protect themselves against invasion or bombardments by battleships or any other ships.

(d) That what was wanted in the Eastern seas was not battleships but fast light cruisers to protect our Dominion and our overseas trade.

Many naval officers consider that the day of battleships going out on the ocean to fight one another is past, that the next war will be what the last war practically was, destruction and protection of merchant shipping, and to meet this class of warfare fast light cruisers are required. In 1921, when we should have realised how deficient we were in this class of vessel, we started to build battleships. As a result of this deplorable naval mistake the relative strength, on February 1st, 1924, in modern light fast cruisers were:—

	Build.	Building.
Japan	10	6
England	N/A	4
U.S.A.	17	3
France	17	3

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The first preference is to be cut down to 1s. each, the second preference to 4s. and the ordinary shares to 1s. At present there are 2,612,632 £1 ordinary, the nominal value of which will become £130,631.

After the Armistice, Crosse and Blackwell amalgamated with a number of other well-known makers of preserved foods, and subsequently suffered heavy losses arising out of the post-war slump in commodity prices.

On the top of this some of the assets depreciated heavily. Hence the necessity for the financial reorganisation, which is recommended after an investigation into the company's affairs by Lord Stevenson, and also by Mr. J. C. Goff, the managing director.

In the combine's balance sheet the assets total £3,000,000. Under the scheme this amount is reduced to £2,982,019.

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HIS OWN UNIVERSITY "CASSELL'S
POPULAR EDUCATOR."

In recognition of his achievement in "attaining to the highest office of birth or State without the aid of birth or wealth," the University of Glasgow on June 24th conferred upon the Prime Minister the honorary degree of Doctor of Laws. The occasion was a peculiarly fitting one for the ceremony, since Commemoration Day at the University coincided with the anniversary of the birth of Lord Kelvin, of whom Mr. MacDonald's late wife was a grandniece.

Mr. MacDonald and his fellow-graduates were subsequently entertained at lunch by the university authorities, when the Principal, Sir Donald MacAlister, read a letter from the Earl of Rosebery, Chancellor of the university, in which he described Lord Kelvin as not merely one of the glories of the university, but one of the rare immortals.

In proposing the health of the new graduates, Sir Donald MacAlister pointed out, amidst laughter, that there was no political significance in the scarf of Mr. MacDonald's robe. "I am sure," he added, "that Miss MacDonald will see to it that her father's robe is guarded, so that there will be no risk of its being brought back to Clydeside as a standard. (Laughter.)"

The Premier, in responding, spoke of the deep pride with which he regarded the honour that the university had conferred upon him. "I am very sorry," he proceeded, "that I cannot claim to have had any university connection at all until a few hours ago. Sometimes my friends ask me whether I will not regret when the time comes for me to pack up and leave 10 Downing street; I am not sure, but I will confess that I shall never again experience the heart-breaking feeling I did when the sad moment came for me years ago to pack up every vestige of hope of ever being able to attend a university. I am one of those Scotsmen who had a very good Board-school education, directed and inspired by one of those greatest of men—an old school dominie. I was once asked what my university was; he replied, 'I replied, "Caswell's Popular Educator."

"The Scottish universities have been unique amongst the universities of the whole world for spreading a general enlightenment. If culture, knowledge, and intelligence are differentiated from the great mass of the people, we still want the source of inspiration from the minds and aspirations of the common people. The greatest service the Scottish universities has been to produce a unique race of schoolmasters. Every little village had its schoolmaster who had gone through a university, and who, with all the affection of a father and the tenderness of a mother, watched our first tottering steps along the hard and dusty road of life. Happy and rich is the nation that has such a race of schoolmasters. You can pay your teacher, you can put them in paces, and yet you have not secured the secret of education. What education wants and what the teacher wants is spiritual appreciation on the part of the great mass of the people. It is the genius of the old Scottish University, which I hope will be zealously guarded, to flash across the minds of the common people that nothing is more honourable to the poor family in Scotland than that at least one of its sons should be at Aberdeen, Edinburgh, St. Andrews, or Glasgow, pursuing the ways of learning and knowledge. My cloak is not hanging upon an academic peg of the past—I regret it—but it is hanging upon shoulders that are below a head which holds universities in high honour, and which now makes its confession of humble sincerity that it regards the intangible honour of learning and the association with a university as far more precious than any other honour which it will ever gather unto itself." (Loud cheers.)

BUSINESS AND THE OFFICIAL.

CONFERENCE OF ENGINEERS.

Mr. G. P. Carter, borough engineer of Croydon, in his presidential address at the fifty-first annual meeting of the Institution of Municipal and County Engineers, held at North-end Hall, Croydon, on June 25th, expressed satisfaction at the fact that during the past ten years the institution's membership had increased by 100 per cent. The business side of their profession, he said, was of growing importance. Among municipal officers they met men who had attained their position through successful business effort, and the official was judged on their standards. They heard occasionally of a new brand of municipal officer called a "business manager." If incorporated in the engineer and surveyor, well and good; but how any non-technical man could pretend to enter a big town, grasp the work of the various departments, and make them run more smoothly and economically was beyond the comprehension of anyone who understood public affairs. The management of public works demanded the services of the expert brought up in municipal matters, from youth. Referring to the question of road construction, Mr. Carter said that many local authorities, partly owing to the present generous assistance, were making main roads that might be difficult to justify, and would be costly to maintain in the future, whoever had to meet the bill.

EXCHANGE IN JULY.

Messrs. Ross Bros. in their monthly list of Hongkong Exchange quotations give the following summary:—

	Silver	Gold	Yen	Yuan	Yuan
	(1000)	(1000)	(1000)	(1000)	(1000)
Average Rate July	(1924)(Approx.)	2/4 1/2	125 1/2	52 1/2	10 1/2
Highest Rate July	(1924)(Approx.)	2/4 1/2	125 1/2	52 1/2	10 1/2
Lowest Rate July	(1924)(Approx.)	2/4 1/2	125 1/2	52 1/2	10 1/2
Average Rate to date	(1924)(Approx.)	2/4 1/2	125 1/2	52 1/2	10 1/2
Highest Rate to date	(1924)(Approx.)	2/4 1/2	125 1/2	52 1/2	10 1/2
Lowest Rate to date	(1924)(Approx.)	2/4 1/2	125 1/2	52 1/2	10 1/2

SCOTTISH SPORT.

[FROM OUR OWN CORRESPONDENT.]

Edinburgh, July 2nd.

Cricket in the West of Scotland was next to impossible. Only at Uddingston was any match of importance carried through. In the East and the North better conditions prevailed, but even in those quarters the conditions were not genial, and altogether it was not a day for the game. That wonderful veteran, L. M. Balfour-Melville, now past his 70th birthday, turned out for the Grange against St. Katherine's, and on the scene of many of his triumphs, produced a merry little innings. Never disposed to waste much time in playing himself in, "L.M." proceeded to collect 20, and he so infected his colleagues that the Grange total was run up in short order. The representation of the premier club was, all over, of the veteran type, for in addition to "L.M.," A. K. "Belt," once the idol of the North Inch, and B. L. Peel, to mention two, are not infants. In the Fife-Aberdeen County match the ball all through had the better of the play, and there was a disappointing draw.

Grange, 148; Forfarshire, 107.
Barnack, 123; Perthshire, 82 for 8.
Aberdeenshire, 135; Fifeshire, 62 for 5.
Grange, 233 for 7; St. Katherine's, 161.
Stewart's F.P., 153; Watsonians, 159 for 5.
Leith Franklin, 92; Peebles Co., 126.

THE OPEN GOLF CHAMPIONSHIP.

The two big disappointments in the Open Golf Championship were Duncan and Mitchell. And especially Duncan, who has made himself more than ever the big enigma of professional golf. He played patches of the most brilliant golf imaginable—golf such as only he could play—and no man ever started better than he did on the morning before the final. It was the Duncan of Glencairles transferred to Hoylake looking for eight holes as if he would win the Championship standing on his head. Then that tragic 7 at the ninth, his recovery from the disaster, and the feeblest finish that Duncan has ever played to a round that despite the 7 might have been almost anything. If Duncan allied to his golf the temperamental and fighting instinct of Hagen, he would win the Championship every year, but he cannot put out of his mind the sad "might-have-beens" and play in the fine philosophical spirit that these Americans do: taking the "breaks," as they call them, as they come, and hoping to do better perhaps at the next hole. When Barnes was playing with Hagen you might have heard him say to the second green, "I reckon that's all there is to it," and he went on hoping to get the long third in 4, or pick up the lost stroke somewhere else. But Duncan apparently cannot do that. He worries over the lost stroke and, worrying, loses more. His record in the last three Championships is his brilliant failure to tie at Sandwich, and some purple patches in his play this year. But Championships are not won by purple patches. They are won by four rounds of consistently steady golf such as Havers played at Troon. Some time the inspiration which seized him in the final in Glencairles may last out two full days, and Duncan will win his second Championship. But inspiration as a factor in winning Championships is unreliable against the dogged fighting qualities of Hagen.

It is better to sell a good article than to try and sell a cheap article in order to get replacements.—Sir Eric Geddes.

The British specialists in foreign trade make the efforts of their competitors look amateurish in comparison.—Mr. A. P. Dennis.

UNCLAIMED TELEGRAMS.

The following unclaimed telegrams are lying in the Great Northern Telegraph Company's office at Hongkong:—

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Irradiad	Tokio
British Phosphate Commission	New York
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3217	Shanghai
3203	Tientsin
Langpanchong	Hankow
Cheebing	Nagasaki
Chooching	Tokio
	Osaka

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HONGKONG DEPARTMENTAL
REPORTS FOR 1923.

COLONIAL TREASURER'S REPORT.

The Report of the Colonial Treasurer on the Finances of the Colony for the 1923 session:—

REVENUE.

The total revenue for the year amounted to \$24,784,703 being \$6,216,463 more than the estimate and \$2,492,608 more than the revenue in 1922. Compared with that year there were increases under all the heads except Kowloon-Canton Railway.

The principal sub-heads showing excess over the estimate are as follows:—

(a) Liquor duties \$ 64,960
(b) Opium monopoly 2,212,037
(c) Stamp duties 774,807
(d) Tobacco duties 73,508
(e) Interest 277,947
(f) Land sales 2,888,797

The increases are due (a), (b) and (d) to increased sales, (c) more assignments, (e) increased balances, (f) land boom.

The principal deficits compared with the estimates were:—

(a) Assessed tax \$ 121,154
(b) Water excess supply and meter rents 109,715
(c) Railway coaching through 340,120
(d) Rent of buildings 18,503
(e) Permits for encroachments, etc. 19,157
(f) Conservancy contracts 14,881

EXPENDITURE.

The total expenditure brought to account amounted to \$21,371,905 being \$1,011,530 less than the estimate, and \$3,008,902 more than the expenditure in 1922.

Compared with the estimates there were savings under twelve heads.

Miscellaneous expenditure exceeded the estimate by \$1,253,783 mainly due to the following items:—

University \$ 176,000
Compensation in respect of Yau-nan ferry services 85,000
War Memorial Nursing Home 200,000
Savoy Typhoon Relief Fund 29,998
British Empire Exhibition 250,000
Loss on subsidiary coins 199,450
Japanese Earthquake Relief Fund 250,800
Other miscellaneous services 30,000

\$1,253,783

Military expenditure exceeded the estimate by \$210,331 due to increase in revenue.

Expenditure in the Education Department was less than the estimate by \$73,905 on account of unpaid building grants and other savings. \$9,528,898 less than the estimate was spent on P.W.E. as the programme of works could not be completely carried out. Certain transit charges for the years 1920-22 were recovered by the Post Office during the year which reduced the expenditure in that department by \$324,379.

The revenue for the year exceeded the expenditure by a sum of \$3,211,538.

PUBLIC DEBT.

The Inscribed Stock Loans of 1903 and 1906 amount to \$1,455,733 and the Sinking Fund now stands at \$422,592 being \$33,001 more than the amount at credit of that fund at the end of 1922.

The local Loan (under Ordinance No. 12 of 1918) stands at \$3,000,000 with a Sinking Fund of \$1,176,086 and \$298,441 sterling.

GENERAL REMARKS.

The total receipts and payments in the Treasury books during the year were \$28,076,480 and \$27,331,781 respectively. The figures not accounted for under revenue and expenditure relate to transactions under various heads such as deposits, advances, subsidiary coin, unallocated stores, etc.

Subsidiary coins in stock on the 31st December were as follows:—

50 cents \$ 3,000
20 " 40,190
10 " 603,260
5 " 375,835
Copper 13,068

\$1,007,353

The nominal amount of coins in circulation is \$17,814,370 and the market value is now practically par.

The local circulation in December of notes of the three Banks having authorised issues was as follows:—

Hongkong and Shanghai Banking Corporation \$41,681,125
Chartered Bank of India, Australia and China 12,837,330
Mercantile Bank of India, Limited 1,455,040

\$55,973,505

The specie in reserve came to \$30,150,000.

REPORT OF THE CAPTAIN SUPER-
INTENDENT OF POLICE.

SUMMARY OF CRIME.

The total of all cases reported to the Police during the year 1923 was 14,260 as against 13,519 in 1922 being an increase of 261 or 1.67 per cent. The average for the last five years is 12,567.

In the division of these cases into serious and minor offences there were 4,011 serious cases in 1923 as against 4,260 serious cases in 1922 a decrease of 249 cases or 5.8 per cent. There were 10,180 minor cases in 1923 as against 9,259 minor cases in 1922, an increase of 921 cases or 9.2 per cent.

CRIMINAL INVESTIGATION DEPARTMENT.

Mr. T. H. King, assumed duty as Director of Criminal Intelligence on March 20th, 1923. Chief Detective-Inspector Marison retired on leave and pension on May 2nd, 1923, and Inspector J. Grant was appointed to the vacant post.

The strength of the Criminal Investigation Department on December 31st, 1923, was:—

Europeans: Inspectors and Sub-Inspectors, 15; Sergeants, 8; Lance-Sergeants, 9; Chinese: Sergeants, 14; Lance-Sergeants, 23; Constables, 94.

The attention of the Department has been directed chiefly to the suppression of crime within the Colony. Other branches of Criminal Investigation work have not received the attention that may be possible in more peaceful times.

While serious crime within the Colony has diminished, piracy has become a very serious menace. This may be ascribed chiefly to the unsettled conditions in South China. The number of Hongkong vessels pirated has been but a fraction of the number of Chinese craft looted by pirates in the Delta.

On November 15th extra temporary searches were engaged. The piracy of the Cheong Chau launch *Li Fat* showed the necessity of searching ferry launches plying within the waters of the Colony. Extra men were required for this work. The searches are regular duty constables under the supervision of European Detective Officers. The strength of the searching staff for outgoing steamers was on December 31st, 1923:—Europeans, 5; Chinese (regular), 30; Chinese (temporary), 15.

In November, 1923, special regular duty and detective measures were adopted to check crime before Chinese New Year.

The number of cases of serious crime (murder, armed robbery, highway robbery) during the two months before Chinese New Year (February 5th, 1924) was 40. The number for the corresponding period in the previous year was 75.

Table 111, gives particulars of piracy perpetrated during 1923:

	1923.	1922.
Steamer guards (Indian).....	325	294
Steam launch guards (Chinese).....	22	20
Store guards (Indian).....	420	275
Shore guards (Chinese).....	28	24
Total of guards employed 796		603

Number of vessels which have entered into bond up to 31st December, 1923:—

	1921.	1922.
Steamers.....	233	223
Steam launches.....	40	37
Total.....	273	260

IDENTIFICATION BY FINGER IMPRESSIONS.

The number of finger-prints examined was 9,885 and the number of persons identified 1,796.

DEPORTED AND VAGRANTS.

Number of persons banished from Hongkong 1,027.
Number of persons discharged from gaol 1,853.
Number of persons deported from Singapore 812.
Number of vagrants sent from Singapore 795.
Number of undesirables sent from D.E.I. 1,754.
Number of undesirables sent from Saigon 674.
Number of persons repatriated from Balikpapan 790.

GAMBLING.

Two hundred and two gambling warrants were successfully executed during the year as against 180 in 1922. There were cases in which no convictions were obtained. There were seventy-four lottery cases, compared with 14 in 1922.

PROPERTY REPORTED STOLEN AND PROPERTY RECOVERED.

The estimated value of property stolen during the year was \$637,671.44 as against \$892,674 in 1922, a decrease of \$255,002.04 or 25.4 per cent.

The average for the last five years is \$505,032.81 as against \$492,558.91 in 1922 an increase of \$12,473.90.

The value of property recovered during the year was \$35,072.68 or 5.3 per cent. of the value of the property stolen, as against \$81,700.81 or 9.2 per cent. of the property stolen in 1922 a decrease of 0.9 per cent. in the ratio between the property stolen and property recovered.

LOST PROPERTY.

The return shows that 375 articles were reported as lost, the total value being \$96,375.54.

Articles recovered and found but not reported lost 132; value of articles found \$3,708.61.

WEIGHTS AND MEASURES.

The weights and measures examined totalled 2,550. Fifty were found incorrect. Twenty-three prosecutions were instituted and convictions obtained at every case.

DANGEROUS GOODS.

Twenty prosecutions were instituted under the Dangerous Goods Ordinance.

ARMS ORDINANCE.

The following table shows arms and ammunition seized and confiscated during the year 1923:—

Description of Arms.	Number seized.	In Hongkong and Kowloon.	In New Territories.	In the Colony.
Winchester rifles.....	3	67	3,037	1,010
Gammah rifles.....	18	16	—	—
Rifles (various makes).....	18	13	43,642	25,738
Revolvers (various makes).....	979	147	116,006	25,088
Automatic pistols.....	126	138	14,031	30,020
Mauzer pistols.....	1,018	137	189,970	20,737
Shot guns.....	9	2	670	—
Luger pistols.....	190	10	3,591	3,591
German machine-guns.....	1	1	1,840	1,840
Thompson Sub-machine-guns.....	10	—	5,017	—

This report does not include arms and ammunition surrendered to police, nor those taken over from Chinese troops on entering British Territory 20/10/23. Stored with Ordnance Department: 1,599 Mauzer pistols, 292,220 rounds Mauzer pistol ammunition, 180 Luger pistols.

TRAFFIC REGULATIONS.

Under the Traffic Regulations (Notification No. 231: *Government Gazette* of 30th April, 1920):—

3,730 prosecutions were instituted and 4,088 convictions obtained. Result: \$18,328.

Persons examined as motor drivers 380, persons passed 210.

The total number of accidents reported during the year was 267 as against 110 in 1922:—

	1923.	1922.
Motor car.....	270	—
Truck.....	12	—
Ricksha.....	5	—
Tramcar.....	41	—
Total.....	267	—

The total number of fatal accidents was 33 as against 22 in 1922:—Motors, 21; trucks, 2; tramcar, 7.

MENDICANTS.

During the year 1923 one thousand four hundred and thirty-one mendicants were arrested and dealt with.

LICENSES.

The following licences were issued during 1923:—

1,550 Hongkong public jirikshas.
1,003 Hongkong private jirikshas.
732 Kowloon and Taipo public jirikshas.
332 Ka Che jirikshas.
430 Hongkong public chairs.
16 Upper level jirikshas.
40 Peak jirikshas.
243 Hongkong private chairs.
40 Hill district chairs.
29,404 Drivers and drivers.
1,600 Truck licences.
254 Motor-car (hire).
242 Motor-car (private).
1,184 Motor-car (drivers).
473 Motor-cycle (drivers).
103 Motor-cycle licences.
212 Pawn-brokers.
146 Pawn-brokers licences.
3 Licences to store petroleum in bulk.
3 Licences to store petroleum fuel.
3 Licences to store phosphorus.
5 Licences to store rockets.
23 Licences to store poisons (wholesale).
370 Chinese wine and spirits (Old Territories).
80 Chinese wine and spirits (New Territories).
21 Licences to store sulphur acid and nitric acid.
3 Auctioneer licences.
3 Licences to store acetone.
3 Billiard tables and bowling alleys.
7 Licences to store calcium carbide.
2 Licences to store chlorate mixture.
3 Licences to store chlorate of potassium and other chlorates.
4 Licences to store compressed oxygen.
12 Licences to store dissolved acetylene.
12 Distillery licences (Old Territories).
25 Distillery licences (New Territories).
1 Compressed ammonia gas.
4 Compressed carbonic acid.
147 Licences to store dynamite and 147 detonators.
329 Licences to shoot and take game.
19 Licences to store gunpowder.
12 Licences to store kerosene oil (in godown).
1,500 Licences to store kerosene oil (ordinary).
82 Licences to store kerosene oil (New Territories).
17 Marine store.
17 Licences to store naphtha and benzine.
31 Licences to store naphtha (in garage).
2 Licences to store nitrobenzine or oil of mirbane.
8,497 Hawkers.

DOGS ORDINANCE.

3,479 dogs were licensed during 1923.

20 watch dogs were licensed free of charge.

131 dogs were impounded.

85 dogs were destroyed.

49 dogs were sold or claimed.

REPORT OF SUPERINTENDENT OF PRISONS.

The number of prisoners received into prison during the year and the corresponding number for year 1922 were as follows:—

	1923.	1922.
Convicted by Ordinary Courts.....	4,277	4,149
Convicted by Court Martial.....	4	3
Debtors.....	17	31
On remand or in default of finding surety.....	1,040	831
Total.....	5,238	5,014

There was an increase of 224 on the total number of admissions as compared with the year 1922. There was an increase of prisoners convicted for larceny during the year, under review, the number being 1,000 against 870 for the previous year.

The number of Revenue Grade prisoners admitted to prisons was 3,331, of these 1,007 were convicted under the Opium Ordinance.

The figures show that 28 per cent. of the total admissions to prison were Revenue Grade prisoners.

One hundred and seventeen juveniles were admitted during the year, with sentences varying from 24 hours detention to 6 months' hard labour. In 32 cases corporal punishment was awarded in addition.

The percentage of convicted prisoners admitted to prison with previous convictions recorded against them was 14.5 as compared with 14.4 for 1922.

There were 30 prisoners admitted who were convicted by the Police Courts in the New Territories against 124 for the previous year.

The following table shows the number of convicts in custody on December 31st for the past 10 years, and the percentage of the total number of prisoners in custody to the estimated population of Hongkong:—

Year.	Estimated population.	Number of convicts.	Per cent. of population.	Daily average of prisoners.	Per cent. to population.
1914.....	301,394	261	.044	600	.120
1915.....	319,870	213	.041	304	.115
1916.....	328,010	203	.038	638	.121
1917.....	333,100	209	.038	600	.112
1918.....	338,000	224	.040	601	.108
1919.....	348,100	230	.043	759	.126
1920.....	348,150	275	.043	753	.117
1921.....	365,330	231	.035	764	.115
1922.....	368,200	230	.030	787	.149
1923.....	381,800	294	.041	861	.135

There were 432 punishments awarded for breach of prison discipline as compared with 407 for the preceding year. Corporal punishment was inflicted in fifteen cases for prison offences.

One hundred and two prisoners were whipped by order of Courts.

There was no escape or attempt to escape.

There were 16 deaths (11 natural causes and 5 executions).

9,440,324 forms were printed and issued to various Government Departments and 70,000 books bound or repaired, as compared with 11,426,892 forms and 63,611 books in 1922.

During the year a system of remission has been introduced for prisoners with sentences of over 6 months and under 2 years. By good conduct they may earn a maximum reduction of one-sixth of their sentences. (Prisoners whose sentences are 2 years or over may earn one-fourth remission if males and one-third if females).

The cost of the Fire Brigade for the year 1923 was \$163,786 as compared with \$177,799 in 1922. This sum includes \$17,153 special expenditure. The provision of two new Sub-stations, one in Victoria (Kennedy Town) and one in Kowloon (Mong Kok) involve a permanent increase in the cost of the Brigade. However taking into consideration the rapidity with which the Colony, and particularly Kowloon, is expanding, the expenditure involved by the opening of new Sub-stations cannot be considered extravagant or more than the increased fire risk demands.

The Fire Brigade equipment was not added to during the year, but provision was made in the 1924 estimates for some important additions, viz:—
(i) A First Aid Motor to replace No. 1 tender now converted into a Fire Brigade Motor Lorry.
(ii) A large fire float capable of delivering 4,000 gallons per minute.

Work on the new Central Fire Station continued throughout the year, the steel framework of the 7 storied building being almost completed.

A difficulty was experienced in obtaining recruits for the Brigade owing possibly to the boom in the small traders business in the Colony (hawkers). This can only be attributed to the unsettled conditions in the neighbouring province which has resulted in a large influx of population from Kwangtung to Hongkong. The same difficulty has been experienced by the Police and District Watchmen's Forces. Towards the end of the year recruits were coming in more freely again.

A satisfactory innovation was the starting of a Motor Drivers School at Central Fire Station. The school is divided into 3 classes and "instruction" is being given to 18 men, all of whom are either firemen or ambulance attendants. All candidates have to find security and must undertake to serve at least 3 years with the Brigade after passing out. All the men are keen and it is to be hoped that this school will turn out sufficient good drivers in time to do away with the existing trouble in finding suitable drivers for the costly fire appliances with which the Brigade is now equipped.

The report of the Superintendent Fire Brigade gives full details of the working of the Brigade during the year. It shows that the Colony, and particularly the City of Victoria, has been singularly free from serious fires during the past twelve months. The unfortunate accident to the Motor Turntable ladder involving the death of a promising young fireman east a gloom over the Brigade, the more so as this is the first fatal accident in the records of the Brigade.

The staff totalled 175 including all ranks.

THE SHAMEN STRIKE. IMPUDENT ATTITUDE OF STRIKE PICKETS.

"LUNG SHAN'S" TREASURE HELD UP

Two very interesting stories showing the impudent and defiant attitude of the Shamen strike pickets on the Bund at Canton are related. One day last week a number of coolies were engaged in carrying specie or ship's treasure as mariners prefer to call it—from one of the Canton banks to the "s.s. Lung Shan." The coolies were allowed to proceed to within a few hundred yards of the boat when they were set upon by the strike picket and very roughly handled. The coolies were forced to dump the treasure on the Bund and leave it there unattended. Their hands were tied with rope and large placards with Chinese characters written thereon were placed round their necks. They were then marched through the streets, presumably as a warning to others.

Members of the Compradore's staff of the Lung Shan were despatched in all haste to the spot where the treasure was left on the Bund and at grave risk of assault they succeeded in rescuing the boxes.

Another incident, which was even more impudent than the one related, has to do with the Futaba. Shortly after the arrival of this steamer in Canton one day last week, Customs Officers came on board with the object of looking for a small quantity of smuggled salt in the Argentinian quarters. Whilst they were searching a detachment of the strike picket came along and with great audacity ordered the Customs Officials to stop the search, stating that they were not permitted to search without the sanction of the No. 1 fireman. Naturally the Customs Officers took no notice of the strike picket and found what they were seeking.

SHIP ASHORE.

S.S. "CERF" AGROUND IN THE WEST RIVER.

Yesterday morning a message was received by the Naval authorities, stating that the s.s. Cerf went ashore on the previous day at 6 p.m. at South Westway Spit, up the West River. The Naval authorities at once communicated with the Harbour Department who in turn took steps to notify the owners.

The vessel is a small one of some 200 tons register. She left Hongkong on Sunday morning for Wuchow with a general cargo. She is owned by the Sin Hing S.S. Co., of No. 7, Gilman Street, and the master of the vessel is named Lai Yee.

CAKES AND CRIME.

MAGISTRATE WARNS YOUTHFUL "OFFENDER."

A small Chinese boy appeared in the dock at the Kowloon Magistracy, yesterday, charged with assaulting a cake and pudding seller at the Kowloon City Wharf. The complainant came to Court with his head bandaged.

On the Magistrate (Mr. E. W. Hamilton) expressing surprise that the "massive criminal in the dock" should have been able to do the injury alleged to a grown man, Inspector Clark said that the blows were believed to have been struck by an older youth, not in custody, while the defendant held the complainant's hands, one of which was crippled.

Complainant, giving evidence, said that on one occasion, he had supplied defendant and another youth with cakes and puddings on credit. On the day of the assault, he asked the pair for his money, whereupon the older youth struck him on the head with a sharp instrument, while the lad in the dock held his hands.

The Magistrate ordered the boy to receive 12 strokes, and at the same time administered a sharp warning on the evil courses into which he appeared to be drifting.

YESTERDAY'S BAND CONCERT.

ENJOYABLE PERFORMANCE IN STATUE SQUARE.

Under the able guidance of Bandmaster W. F. Bradshaw, who has now returned to the regiment, the band of the 1st Battalion, the East Surrey Regiment, gave a most enjoyable open air concert in Statue Square yesterday evening.

An admirably selected programme was provided, which was greatly appreciated by an audience which, while it was not a small one, might have been larger. A particularly delightful item was Gounod's "Quand on Chante," arranged for a cornet solo and the soloist, whose name was not given on the programme, is to be congratulated on his performance.

Other very pleasing pieces were the "Bronze Horse" Overture (Auber), Moszkowski's Suite of Spanish Dances, and a descriptive item "The Grasshoppers Dance" (Bucalossi).

The last contribution before the National Anthem was a selection of Regimental Marches.

THE LATE SIR SOMERVILLE HEAD.

Sir John Jordan, late British Minister in Peking, writes to *The Times*:—"I should like, as a personal friend and former colleague, to add a few words to your obituary notice of Sir Robert Somerville Head, of His Majesty's Diplomatic Service. Sir Robert served two terms with me in Peking, in all some four or five years, and did excellent work there during the War. He was not only an indefatigable worker in a busy Chancery, but played a considerable part in influencing the public opinion of the Chinese Capital in favour of the Allies. Coming from Petrograd, where he and his family had passed through the trials of the Revolution, he embodied his experiences there in a series of lectures which attracted large audiences of Chinese and foreigners, and did much to enlighten the local community on the course of the War and the prospect of its successful issue. He had, I believe, gained the unique distinction of having scored full marks for his English essay at the entrance examination for the Service, and even afterwards he was noted for his gift of clear writing, but it was a surprise to his friends to see him developing into a ready and effective speaker. His devotion to duty in a succession of trying and strenuous posts told severely on a constitution never too robust, and probably shortened his life. In him the Diplomatic Service loses a highly capable and loyal officer, and all who knew him a true-hearted friend."

SILENT FUNERAL.

ARCHDEACON WITH WATCH IN HAND.

A funeral during which not a word was spoken took place at Hastings when Councilor Dr. G. G. Gray, who had had a long public career, was buried.

The coffin was taken from the house to the cemetery, and there was no church service. At the graveside the coffin was lowered into the grave, and Archdeacon Cook stood for several minutes with his watch in his hand.

After a while a few handfuls of earth were thrown on the coffin, and the archdeacon nodded his head to indicate that the service had ended.

It is understood the service complied with the wishes of Dr. Gray.

CINEMA NOTES.

THE CORONET.

The fact has been remarked before that movie plays based upon books are generally more convincing than those with special plots. This is one supposes because the story must be good enough in itself to hold the interest. Anyway another notable example comes to the Coronet Theatre this evening when the big Paramount picture "Forever" will be screened as the feature attraction. "Forever" is based on the well-known novel "Peter Ibbetson," by George du Maurier, famous also as a *Punch* artist and as the author of the very successful play "Tribe." The opening scenes for the picture were filmed in a most artistic setting—a French garden in a suburb of Paris—and the same thoroughness characterises the whole production. The cast has been very ably filmed, Elsie Ferguson and Wallace Reid taking the leading roles. Altogether "Forever" is a picture which fully maintains the promise held out by the fact that the story is taken from a popular book like "Peter Ibbetson."

TRADING DIFFICULTIES AT CHUNGKING.

TRADE AT CERTAIN TIMES COMPLETELY PARALYSED.

WAITING FOR A FINAL PEACE.

In his trade report for 1923, Mr. W. Andrew, Commissioner of Customs at Chungking, states:—

The "much-longed-for peace" mentioned in the trade report for the year 1922 failed to eventuate in 1923. Extremely unsettled local conditions prevailed owing to military activities, and trade at certain times was completely paralysed. Steam traffic with Ichang (down river) and Suifu (up river) was carried on, but steamers were subject to indiscriminate firing by soldiery from both banks of the river. Travellers, both native and foreign, were attacked. Foodstuffs of all kinds became very scarce, the price of rice towards the end rose four times the normal cost, and the price paid per bucket to coolies carrying water was 200 cash. In spite of the disturbed situation, trade in general would appear not to have suffered much, seeing that the revenue collection for the period under review is practically the same as that for the year 1922. To be precise, the collection for 1923 was Hk. Tls. 747 above that for 1922. Moreover, the net value of the trade of this port coming under the cognizance of the Maritime Customs was Hk. Tls. 60,922,337, as against Hk. Tls. 60,179,400; but until peace is finally restored to this unhappy province any marked increase in trade cannot be looked for.

The total revenue collection, Hk. Tls. 588,000, is actually Hk. Tls. 5,820 below that of 1922, but the revenue for 1922 included the sum of Hk. Tls. 6,368 collected as famine relief surtax, so that the collection for the period under review actually shows an increase of Hk. Tls. 747.

LOWER FREIGHT RATES.

As usual, the rapid fall of the river caused the majority of the larger vessels to cease running, after the middle of November. Traffic was, however, maintained with the shallow-draught steamers up to and beyond the end of December. An interesting and, on the whole, a successful attempt was made to keep shallow-draught vessels on the run throughout the winter 1922-23, and that in spite of the very low level of the river (5 inches below zero on March 17th, but the running of vessels generally to and from Ichang was greatly impeded by the military situation. The total number of steam entries and clearances was 928, with a total tonnage of 253,962 tons. Keenness of competition resulted in a marked lowering in the rates of freight. The disturbed conditions and continuous firing on vessels resulted in American marines being placed on American vessels and, after the attack on the Japanese s.s. *Yiyang Maru* at Fowchow Japanese vessels which continued to run on the river were also supplied with military guards. The chartered junk traffic again shows a decrease of nearly 50 per cent. This is the direct result of the advent of the shallow-draught steam vessels. The total number of junk entries and clearances was 246, with a tonnage of 13,428, as compared with 441, with a tonnage of 22,810, in 1922. With the exception of the serious accident to the British s.s. *Nhutudy* only a few minor accidents occurred to vessels during the season. The accident occurred while the vessel was on her way to Shanghai for her annual overhaul. In order to avoid colliding with a junk, she sheered on to the rocks above the Ching Tan rapid and was badly holed, but was eventually beached, passengers and cargo being saved.

The number of vessels entered and cleared under Inland Steam Navigation Rules was 254, with a total tonnage of 51,568 tons, against 274 vessels, of 39,210 tons, during the previous year. It will be noticed that the number of vessels running inland decreased by 20, while the tonnage of these vessels increased by 14,258 tons. The reason for this is that, as long as the water-level allowed, the larger-tonnage down-river vessels ran up river to the distributing marts of Luchow and Suifu with kerosene oil in cases for the Standard Oil Company and the Asiatic Petroleum Company. The freight per case from Ichang to Chungking, a voyage of four days more, was \$1, whereas from Chungking to either of the above-named inland places, a voyage of three days only, it was Szechuan Tls. 1, or \$1.40.

DECREASE IN IMPORTS.

The net value of the foreign import trade was Hk. Tls. 8,056,508, against Hk. Tls. 10,497,157 during the previous year, showing a decrease of nearly 21 million taels. The loss of approximately 21 million taels in imports, both from foreign countries and Chinese ports. Without exception, there is a great decline in all principal cotton piece goods, Indian and Japanese cotton yarn—the latter never imported in any great quantity—show a great falling off. Metals—more so in copper ingots, tinned plates, and

(Continued on next column.)

EARLY CHINESE PORCELAIN.

Part of the remarkable collection of early Chinese porcelain and pottery, formed by Mr. R. H. Benson, of South Street, Park Lane, and Buckhurst Park, Sussex, has recently been sold by his three sons at Christie's. The bulk of the collection has until recently been exhibited on loan at the Victoria and Albert Museum, and the unusual character of the sale brought at least two considerable buyers from New York, 100 lots realised £22,204 28s.

The two outstanding lots of the day were both bought by Mr. Huggins, acting for Messrs. Duveen Brothers, Mr. F. Partridge in both cases being the underbidder. These were a pair of Ming bottles, 13in. high, of turquoise blue, elaborately decorated with numerous Buddhist emblems, which, starting at 100 guineas, reached 5,400 guineas; and a Ming bottle, 13in. high, shaped as a double gourd and coloured turquoise-blue which realised 4,100 guineas. Other articles to reach four or close on four figures included a Ming vase, 16in. high, of pear-shape, decorated with sprays of chrysanthemums and grasses—904 guineas (Parish, Watson, and Co.); a Ming jar, 13in. high of globular form, decorated with a figure of a Shou Lao—1,050 guineas (F. Partridge); and a Sung bulb-stand, 5in. diam., 3in. high—800 guineas (Bluet & Sons). Messrs. Mallett, underbidders for many of the important pieces, succeeded in buying a Ming wine-jar, 14in. high—265 guineas; and among the numerous purchases by Mr. C. Romer Williams were a Ming vase, 18in. high, of inverted pear shape—500 guineas; a Sung jar, 12in. high, of ovoid form—330 guineas; and a Ming globular vase, 10in. high—260 guineas. Among other lots were:—A Ming wine-jar, 13in. high, of compressed globular shape—280 guineas; a Ming garden-seat, 19in. 11in. diam., barrel-shape—200 guineas; a tripod incense-burner, 16in. high, 13in. diam.—300 guineas; a Ming vase, 16in. high—480 guineas; a Ming wine-jar, 12in. high, of globular form—410 guineas—all purchased by Parish, Watson, & Co.; a Ming garden seat, 13in. by 11in.—190 guineas (F. Partridge); a Tang figure of a horse, 15in. high—280 guineas; a Tang figure of a Bactrian camel, 25in. high—250 guineas—both bought by Mr. Shoebridge; a Kang Hsi vase of inverted pear shape, 19in. high—400 guineas (De Pinna); a Ming wine-jar, 13in. high—110 guineas (C. T. Loo and Co.); and a pair of Ming beakers, 2in. high—150 guineas (Johnston).

pig iron—are also on the wane. In foreign sundries, decreases are noticeable in the importation of aniline dyes, American and Japanese ginseng, lamps and lampware, medicines, soda ash, and umbrellas and sunshades. American kerosene oil continues its ever-growing trade throughout this vast province. Sumatra kerosene oil shows an actual falling off as compared with the preceding year. This is due to the great replenishment of stocks during 1922 in anticipation of a brisk demand in the interior, which did take place.

The total value of exports for 1923, Hk. Tls. 24,570,773, shows an increase of Hk. Tls. 2,540,519 on the previous year's figures. While there is a decline in the direct shipment to foreign countries, there is an encouraging improvement in the direct shipment to Chinese ports, for increases are noticeable in fungus, raw silk, cocoons, leaf tobacco, turmeric, and white wax.

The students of the port were most active in enforcing the boycott against the importation of Japanese goods. To quote one instance only of this activity in the spring of the year a certain local Chinese merchant imported from Japan a quantity of Japanese goods, valued at Szechuan Tls. 10,000; these were all seized and confiscated.

WANHSIEN'S TRADE.

The annual revenue of Wanhsien for 1923 was Hk. Tls. 149,493, showing a decrease of Hk. Tls. 33,849 as compared with that of 1922. The summer saw an extremely bitter struggle between the junk guilds and steamers, the former extending for the exclusive right to ship all wood oil, native paper, sawwood, and raw cotton during certain times of the year. During the same period occurred the student boycott of Japanese goods, which was unusually severe for a small port such as Wanhsien. Special reference to wood oil is made, because it is the main staple of Wanhsien export trade. It was priced after the Chinese New Year 1923 at Szechuan Tls. 17 per picul. Due to the shortage of the nut crop, the large demand for wood oil in America and Europe, increased competition between foreign buyers, who have become more numerous at Wanhsien, and to local difficulties in bringing the product to market, the price advanced very rapidly, until in May it reached Sz. Tls. 25, subsequently coming down to Sz. Tls. 28.50 at the end of June, when the spring season closed. The autumn market opened around on November 1st at Sz. Tls. 23 a picul, but demand was dull, and prices at the end of the year remained around Sz. Tls. 20. The abundant crop and few foreign inquiries would seem to indicate a weak market during the spring of 1924.

JEWELLERY

JEWELLERY
AND
WATCHES
CAREFULLY
REPAIRED
ON THE
PREMISES
BROOCHES
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NECK CHAINS
PENTANTS
LOCKETS
CROSSES
CHARMS
VANITY CASES
LINGERIE CLIPS
CHAIN BAGS
ETC., ETC.
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STOCK.

WE HOLD
A
COMPLETE
UP TO DATE
STOCK
MODERN
JEWELLERY
TO SUIT ALL
TASTES.
GOLD COLLAR
STUDS
DRESS SETS
TIE PINS
TIE CLIPS
WRIST CHAINS
GOLD FOBS
AND
GOLD CIGARETTE
CARD AND
MATCH CASES.

DIAMOND AND JEWEL
SET
ENGAGEMENT RINGS
\$125.00 to \$1000.00
ENGLISH HALLMARKED
23 CARAT
WEDDING RINGS
\$16.50 to \$35.00

GOLD AND PLATINUM
TIE AND COLLAR
PINS
\$3.75 to \$25.00

DIAMOND AND PLATINUM
BROOCHES
PENDANTS, BRACELETS
AND
WRIST WATCHES
\$12.50 to
\$45.00
ON APPLICATION.

GENTS
SOLID
GOLD
SHIRT
CUFF
LINKS
\$10.50 to \$60.00

SLAVE BANGLES

9, 15 AND 18 CARATS GOLD
ALL SIZES AND STYLES IN STOCK.

LANE, CRAWFORD, LTD.

JEWELLERS and SILVERSMITHS
HONGKONG HOTEL BUILDING
HONGKONG.

HOUBIGANT'S QUELQUES FLEURS PERFUME AND CREME EN BEAUTE.

We have Just Received a Fresh Supply of the above—
place Your Order Early to avoid disappointment.

THE CHINA DISPENSARY

82, QUEEN'S ROAD CENTRAL.

WIRELESS MORSE CODE

COLUMBIA RECORDS

- 2562 PART 1.—ALPHABET ELEMENTARY.
- 2563 PART 2.—FIGURES, EASY LANGUAGE.
- 2564 PART 3.—MORE DIFFICULT, PLAIN LANGUAGE, HIGHER SPEED FIGURES.
- 2565 PART 4.—STOCK QUOTATIONS, ETC., HIGHER SPEED THAN PART 3.
- 2566 PART 5.—MISCELLANEOUS MATTER SIMILAR TO REGULAR WIRELESS TRANSMISSIONS.
- 2567 PART 6.—CONTINUATION OF PART 5, BUT MORE DIFFICULT REPRESENTING REGULAR COMMERCIAL WORKING.

\$5.00 PER SET (3 RECORDS)

ANDERSON'S.

Wm Powell Ltd

12, DES VORLES ROAD, C.

OUR SUMMER SALE NOW PROCEEDING.

BARGAINS
IN
WOMEN'S & CHILDREN'S WEAR.

DRESS MATERIALS, SHOES.

MEN'S WEAR.

SOFT FURNISHINGS.

NEW ADVERTISEMENTS

NOTICE OF REMOVAL.

WE HAVE THIS DAY REMOVED our Office to BANK OF CANTON BUILDING (2nd Floor),
(GEO. P. & H. A. LAMBERT,
Stock & Share Brokers,
4th August, 1924. [1107]

BANK OF EAST ASIA, LTD.

NOTICE IS HEREBY GIVEN THAT AN INTERIM DIVIDEND of \$2.00 per Share has been Declared for the HALF YEAR ending 30th June, 1924.
The Dividend will be Payable on and after MONDAY, the 15th SEPTEMBER, 1924, at the Office of the Company, where Shareholders are requested to apply for Warrants.
The REGISTER OF SHARES of the Company will be CLOSED from MONDAY, the 8th SEPTEMBER, to SATURDAY, the 13th SEPTEMBER, 1924 (both days inclusive), during which period No Transfer of Shares can be registered.
By Order of the Board of Directors,
LI TSE FONG,
Acting Chief Manager.
Hongkong, 1st August, 1924. [1108]

THE HONGKONG CHINESE MERCHANTS' STOCK & PRODUCE EXCHANGE MART CO., LTD.

NOTICE IS HEREBY GIVEN THAT THE SECOND ORDINARY ANNUAL GENERAL MEETING OF SHAREHOLDERS of the Company will be held at the Registered Office, 20, Des Voeux Road Central, Hongkong, on MONDAY, the 1st SEPTEMBER, 1924, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the Year ending 30th June, 1924, and of transacting other Business, and an EXTRAORDINARY GENERAL MEETING will be held immediately after this Meeting to pass a Resolution to Wind Up the Company voluntarily.
The TRANSFER BOOKS of the Company will be CLOSED from the 31st July, 1924, to the 1st September, 1924 (both days inclusive).
By Order,
LI YIN CHONG,
Assistant Manager.
Hongkong, 31st July, 1924. [1099]

LLOYD TRIESTINO, S.N. CO.

NOTICE TO CONSIGNEES.

The Steamship "VENEZIA".
FROM TRIESTE, VENICE, BRINDISI, PORT SAID, MASSARA, ADEN, COLOMBO, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.
Optional Cargo will be forwarded unless Notice to the contrary be given before 30th instant.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th prox., will be subject to Rent.
All Claims against the Steamer must be presented to the Underwriter on or before the 15th prox., or they will not be recognized.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 5th prox., at 10 a.m., by our Surveyors, Messrs. GOSNOLD & DOUGLAS.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.
Hongkong, 30th July, 1924. [1089]

THE BEN LINE STEAMERS, LTD.

FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

The Steamship "BENLEUCH".

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves, delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th August, will be subject to Rent.
All Claims against the Steamer must be presented to the Underwriter on or before 12th August, or they will not be recognized.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 5th August, at 10 a.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.
Hongkong, 29th July, 1924. [1088]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAMER FOR SINGAPORE, PENANG, COLOMBO AND BOMBAY.

THROUGH BILLS OF LADING ISSUED FOR EGYPT, MEDITERRANEAN AND CONTINENTAL PORTS AND LONDON.

THE Steamship "MIRZAPORE"

carrying His Majesty's Mails, will be despatched from this Port at Noon, on THURSDAY, the 7th August, taking Cargo for the above Ports.
Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carriage Steamer for Marseilles and London.
Parcels will be received at the Office until 5 p.m. on the Day previous to Sailing. The contents and value of all packages must be declared.
For further Particulars, Apply to—
MACKINNON, MACKENZIE & CO., Agents.
Hongkong, 31st July, 1924. [1086]

INTIMATIONS

NOTICE.

THE KALLAN MINING ADMINISTRATION is prepared to issue at CHIN-WANGTAO Attractive Sites for Erection of Summer Bungalows. Full Particulars may be obtained from the Under-surveyor,
DODWELL & CO., LTD., Agents.
Hongkong, 30th July, 1924. [1094]

NOTICE.

WE beg to notify the Public that we have been appointed AGENTS for Hongkong and Vicinity for
AGRICULTURAL INSURANCE COMPANY OF WATERTOWN, N.Y.,
and are prepared to underwrite Fire Risks at Lowest Current Rates.
SANDER, WIELER & CO.,
Hongkong, 28th July, 1924. [1090]

HONGKONG TRAMWAYS, LTD.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND of Seventy-five cents Per Share has been Declared and will be PAYABLE ON AND AFTER WEDNESDAY, THE 20th AUGUST, when Dividend Warrants may be obtained upon Application at the Office of the Company.
The SHARE REGISTERS of the Company will be CLOSED from WEDNESDAY, 6th AUGUST, to TUESDAY, 19th AUGUST, 1924, both days inclusive.
By Order of the Board,
W. E. ROBERTS,
Secretary.
Hongkong, 21st July, 1924. [1084]

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND OF ONE DOLLAR Per Share for the Six Months ending 30th June, 1924, will be PAYABLE ON WEDNESDAY, 6th AUGUST, on which Date Dividend Warrants may be obtained on application at the Company's Office.
The TRANSFER BOOKS of the Company will be CLOSED from Thursday, 24th July, to Wednesday, 6th August (both days inclusive), during which period no Transfer of Shares can be registered.
By Order of the Board of Directors,
JOHN. ARNOLD,
Secretary.
Hongkong, 9th July, 1924. [1010]

CHINA PROVIDENT LOAN & MORTGAGE CO., LTD.

DIVIDEND NOTICE.

NOTICE IS HEREBY GIVEN THAT AN INTERIM DIVIDEND has been Declared in respect of the Financial Year ending on the 31st December, 1923, and will be Paid on FRIDAY, the 29th AUGUST, 1924, as to Forty Cents (\$0.40) per Share on the Old Shares (Fully Paid) Thirty-three Cents (\$0.33) per Share on Bonus Shares (Fully Paid) Nos. 171,000 to 200,000, and Six Cents (\$0.06) per Share on the New Shares (1924 Issue) upon which \$2.50 per Share was paid up on the 15th March, 1924.
The TRANSFER BOOKS of the Company will be CLOSED from the 8th to 29th AUGUST (both days inclusive).
SHEWAN, TOMES & CO.,
General Managers.
[1078]

THE HONGKONG ROPE MANUFACTURING CO., LTD.

DIVIDEND NOTICE.

NOTICE IS HEREBY GIVEN THAT AN INTERIM DIVIDEND has been Declared in respect of the Financial Year ending on the 31st December, 1923, and will be Paid on FRIDAY, the 29th AUGUST, 1924, as to Forty Cents (\$0.40) per Share on the Old Shares (Fully Paid), Thirty-three Cents (\$0.33) per Share on Bonus Shares (Fully Paid) Nos. 60,001 to 150,000, and One Cent (\$0.01) per Share on the New Shares (1924 Issue) upon which \$1.00 per Share was paid up on the 15th May, 1924.
The TRANSFER BOOKS of the Company will be CLOSED from the 8th to 22nd AUGUST (both days inclusive).
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st August, 1924. [1104]

THE HONGKONG AND SHANGHAI HOTELS, LTD.

DIVIDEND NOTICE.

NOTICE IS HEREBY GIVEN THAT AN INTERIM DIVIDEND has been Declared in respect of the Financial Year ending on the 31st December, 1923, and will be Payable on MONDAY, the 18th AUGUST, 1924, as to SIXTY (60) Cents per Share on the OLD SHARES, and as to FIFTY (50) Cents per Share on the NEW SHARES (1924 ISSUE) UPON WHICH \$5 PER SHARE WAS PAID UP ON THE 31st MARCH, 1924.
The TRANSFER BOOKS of the Company will be CLOSED from the 11th to the 16th August, 1924, both days inclusive.
By Order of the Board,
PERCY H. SICKLING,
Secretary.
Hongkong, 24th July, 1924. [1067]

HONGKONG WEEKLY PRESS.

CONTAINING ALL THE WEEKS LOCAL NEWS.

The Paper to send Home.

INTIMATIONS

THE HONGKONG AND KOWLOON TAXICAB CO., LTD.

NOTICE OF CALL.

ISSUE OF 40,000 SHARES OF THE NOMINAL VALUE OF \$10 EACH.
(\$5 PAID UP.)

NOTICE IS HEREBY GIVEN that the 3rd CALL of \$2.50 Per Share on Each of the 40,000 Shares allotted on the 19th day of May, 1923, has been made by the Company, and that such Call will be Payable to the Company's Bankers, The Hongkong and Shanghai Banking Corporation in Hongkong on or before the 15th day of AUGUST, 1924.
The TRANSFER BOOKS of the Company will be CLOSED from the 7th to 14th August, 1924, both days inclusive.
By Order of the Board of Directors,
A. H. ROWE,
Managing Director.
Dated this 19th day of July, 1924. [1045]

UNION INSURANCE SOCIETY OF CANTON, LTD.

THE Certificate No. 1291 for One Silver Share No. 157 now converted into Five Gold Shares in this Society standing in the Name of DIKRAN NOUKADIAN has been Declared LOST, and if at the Expiration of One Month from the Date hereof the above Document be not forthcoming the said Certificate will be deemed Cancelled and of No Effect, and a Certificate for the Five Gold Shares will be issued in its stead by the Society.
PAUL LAUDER,
General Manager.
Hongkong, July 12th, 1924. [1019]

HONGKONG TRAMWAY CO., LTD.

IN LIQUIDATION.
(INCORPORATED IN THE UNITED KINGDOM).

LOST SHARE CERTIFICATE.

THE Liquidator of this Company has been requested by Mr. DAVID SAUL LEVY of 12, Tiew Dong Road, Shanghai to effect the issue of Scrip for the Shares in the Hongkong Tramways, Limited, to which, as the Registered Proprietor of 100 Shares of this Company, he is entitled under the Terms of the Liquidation, without production of Certificate No. 903 representing the said 100 Shares Nos. 131180 to 131279 upon the statement that the said Certificate No. 903 has been LOST or DESTROYED, AND NOTICE IS HEREBY GIVEN that if within 30 days from the Date hereof no Claim or Representation in respect thereof be made at this Office the said Certificate will thereafter be deemed Cancelled and of No Effect.
W. E. ROBERTS,
Attorney for the Liquidator.
Hongkong, 9th July, 1924. [1005]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

TICKETS will be issued for ROUND TRIPS during the Months of JULY to SEPTEMBER, from Hongkong to Foochow (Pagoda Anchorage) and Return, Calling at Swatow and Amoy on both the Upward and Downward Voyages, by the Company's New Fast, Well-appointed Steamer "HAI-NING" at the Reduced Rate of \$30. For the Round Voyage, including Meals while the Steamer is in Port.

These Special Tickets will be available for Return ONLY by this Steamer, either by the Voyage for which it is issued or by following Sailing from Foochow. Duration of Stay at Foochow—48 hours.
The Trip occupies 8 to 9 days and the Steamer will leave Hongkong from the Company's Wharf at 5 p.m., Arriving at Daylight on her Return (Weather permitting).
The Company's Steamer Laundry will convey passengers from Paooa, Anchorage to Foochow City, if required.
For further Particulars and Dates of Sailing, Apply to
DOUGLAS LARRAIK & Co.,
General Managers,
DOUGLAS STEAMSHIP CO., LTD.,
Hongkong, 17th June, 1924. [908]

TO LET.

PREMISES on the Ground Floor of ALEXANDRA BUILDINGS suitable for One Large Store, or can be divided into Two Commercial Shops. To Be Let Separately.
Apply—SEKIENTAT,
912 A. S. WATSON & CO., LTD.

TO LET.

NEW and Airy Office ROOMS on Ground and First Floors, 5, DUNDRELL STREET. Can be used as Bank, Commercial or Motor Car Offices. Rent Moderate.
Apply—
SUNG TAI,
1, Queen Street.
[995]

TO LET.

SHOP AND OFFICES, No. 12, PEDDER STREET. Apply at the Premises. [1100]

TO LET AT WEIHAIWEI.

COMFORTABLY FURNISHED ROOMS with Board. To Let at present.
Apply—
MRS. NIVEN,
WEIHAIWEI.
[847]

TO-DAY 6th FRIDAY, at 2.30, 5.15, 7.15 & 9.15.

WALLACE REID and

ELSIE FERGUSON in

FOREVER

A Story of all you've ever dreamed a great love should be!

A Paramount Special.

THE CORONET.

INTIMATIONS

DEWAR'S

The Spirit of the Empire

It is that unbroken Evenness that is so much appreciated in DEWAR'S. It is produced by the skilful blending of whiskies—old and ample—DEWAR'S is simply a mingling of good things.

Dewar's "White Label" and "Victoria Vat."

As supplied to the Houses of Lords and Commons.

By Royal appointment to His Majesty The King.

SOLE AGENTS:

A S WATSON & CO., LTD.

Wine and Spirit Merchants.

ESTABLISHED 1841.

BIRTH.

MARCEL—At 9, Branksome Towers, on August 2nd, to Mr. and Mrs. C. P. MARCEL, a daughter. [1108]

Hongkong Office: 1A, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, AUGUST 5TH, 1924.

IMPERIAL PREFERENCE: FOR WHOSE ADVANTAGE?

A MOTION in the House of Lords which was not challenged by the Government and was carried without a division on June 20th expressed profound regret at the decision of the Government not to endorse the tariff preferences proposed at the recent Imperial Conferences, or the guarantee to maintain the sugar preference for ten years, as also their declaration that they reserve full liberty to propose to Parliament the reduction or abolition of the duties on all the commodities to which Preference now applies, and the House of Lords in this resolution recorded its belief that this unsympathetic attitude to a policy which has been unanimously approved by all the States of the Empire at successive Conferences must seriously weaken the stability of our Imperial trade relations and prejudice the unity of the Empire.

This resolution, of course, will not serve to influence or affect the decision to which the Government firmly adheres, and the main desire in moving it would appear to have been that it would, in the words of Lord Loche, convey "a very great amount of profound satisfaction, and some degree of comfort to our Overseas Empire, which is profoundly anxious that it might be given some reasonable grounds for hoping that the last word has not been said on this question, and that the door has not been once again barred and bolted." The Dominions can feel well assured on that point. It must be perfectly clear to them that Imperial Preference is

destined to be a perennial subject of discussion in the Mother Country, the interest being inspired not so much by ultra patriotic considerations, perhaps, as by the purely economic argument that Imperial Preference is the key to Great Britain's future prosperity. Great Britain stands almost alone in the world as a Free Trade country. In every country in the world she sees barriers erected against the import of her manufactures, and the tendency is for the barriers to increase in height. We have a notable example of this in Japan at the present time. "We must have adequate markets or we perish," says the advocate of Imperial Preference, "and we are only likely to find them in our developing Dominions." Lord BIRKENHEAD, in his speech in the House of Lords, on the motion we have quoted at the beginning of our article, sought to show what benefits had been derived by the Mother Country from Canada since that Dominion first gave it preference. At that time, he said, exports from Great Britain to Canada were undergoing a progressive diminution, and very considerable alarm was felt both in Great Britain and in Canada. Between 1892 and 1897 our exports to Canada dropped by £1,750,000, and half of that sum, which would have been paid in wages, was not so paid. When the preference was granted, our exports to Canada immediately went up, and they had gone up year by year until in 1913 they increased by an average of £1,000,000 a year, going from £6,000,000 to £24,000,000. And the same process, he declared, had gone on in all those Dominions which had given us preference.

If this growth in exports can be rightly attributed to the preference tariffs it manifestly cannot be said that the advantage is all on the side of the Dominions. It was an argument which none of the Government supporters in the debate attempted to meet. All that was said by them on the point was that preference, given for example in respect of sugar and tea, involved a burden on the people of Great Britain, since these commodities were marketed at the same price as the foreign product which paid a higher duty, and "for thirty years it has been a fundamental part of the Labour Party's policy to abolish at the earliest possible moment the duties on sugar and tea, which fall so heavily on the workers and poorer classes." But if the abolition of all the existing preferences drives the Dominions to make terms with our economic rivals, the workers and poorer classes, who are the special objects of the Government's solicitude in this matter, would probably be in a far worse position than they stand to-day.

However, the die is cast and the consequences have to be accepted. Lord ANGLADE, who was the chief Government spokesman, declared that all parties are agreed about Imperial policy save in respect of Preference which makes a great gulf between them. There is no aptitude for Preference in England, he said. The view he presented to the House was that the imperial connection was not dependent on preference. It was only fair, he said, to point out that the Dominions and Colonies had great financial and other advantages owing to their connection with the Mother Country. Opponents of Preference rejoiced in that and they were prepared to do great things to help their brethren overseas, but not by bargaining. The Secretary of State in the House of Commons had intimated what the Government would do towards setting up an Economic Committee of the Empire. In addition to the expenditure under the Empire Settlement Act, the Government had submitted to Australia a proposal under which the Mother Country was prepared for a term of years to give liberal help for the purpose of assisting family emigration to Australia. Then, again, we were advancing for Colonial railway development loans running into millions free of interest for five years. Under the Trade Facilities Act of this year provision was made under which the Imperial Government would

bear three-quarters of the interest for five years on money spent in Great Britain to help schemes of Imperial development up to an amount of about £25,000,000. The countries of our overseas Empire also had the inestimable advantage of cheap capital because they were parts of the British Empire. The total amount of money invested in our overseas Empire was probably somewhere about £25,000,000,000. Lord ANGLADE said it was probably true to say that if it had not been for the advantage which they got through being parts of the Empire the various countries would have had to pay about 1 percent. more for the British capital which was invested in them. On this basis they got a benefit through their Imperial connection of about £20,000,000 per annum. When all these matters were taken into account, he said, it was clear that even as a matter of cash our overseas Empire already had much greater advantage through connected with the Mother Country than could be given by Preference. All which is very true, so far as it goes, but it obscures the argument that Preference is desired in Great Britain not so much for the greater advantage of the Dominions as for the greater safeguarding of British industrial prosperity—and that is the view of it that is likely to be increasingly insisted upon.

The forthcoming wedding is announced of Mr. E. F. Ellis, stockbroker, of No. 21, Lee House Street, Hongkong, to Miss Revnece, Krendell, of Shanghai.

The next E.A.S.M.A. bathing outing to Stonecutters will take place on Thursday instead of this afternoon, there having been excursions on Sunday and yesterday.

A coolie employed by the P.W.D. was knocked down in Stubbs Road by a motor-car belonging to the Hongkong Hotel Garage, on Sunday, and was admitted to the Government Civil Hospital.

Yeung Wa, an office boy employed at the Hongkong and Shanghai Bank, charged at the Central Magistracy before Mr. R. E. Lindsell, yesterday, with obtaining 70 dozen pairs of silk socks, valued at \$420, by means of a trick; was remanded in custody until Thursday morning.

When Chan Sang, a Chinese, was charged at the Kowloon Magistracy yesterday, with cutting and wounding another Chinese, Li Hing, on board the s.s. *Hong Hwa* on Sunday, Det. Sergt. Dorling asked for a formal remand, which was granted by the Magistrate (Mr. Hamilton) until next Monday morning.

Maj. and Lt. Col. R. H. Darwall, who has been in the light cruiser *Haguenau*, flagship of the China Station since August, 1922, is to be relieved in October by Maj. and Lt. Col. A. S. Cantrell, serving with Portsmouth Division. That officer will become Fleet Royal Marine officer in succession to Lt. Col. Darwall.

The report which appeared in our yesterday's issue that Mrs. Severn (wife of the biographer of John Ruskin) who recently died at Brantwood, Coniston, was the mother of the Hon. Sir Claud Severn was incorrect. The statement first appeared in a London paper and has been widely reproduced in the Press of the Straits Settlements, where Sir Claud is well known. We regret having given further publicity to the error. "Sir Claud's father was the late Mr. Walter, not Mr. Arthur, Severn."

Lieutenant I. M. N. Mudie, late of the destroyer *Vendetta*, and Lieutenant J. G. Henderson, from the battleship *Benbow*, will command the two motor-launches which are being sent to China for service on the Yangtze river, Nos. 307 and 319. The river gunboat *Moh*, which was temporarily commissioned for the Wei River with ratings lent from the *Despatch*, has been paid off for a refit at Hongkong, which will be completed about the middle of August, when she will be recommissioned with a new crew from England.

One returns from America to England, says a woman contributor to a London paper, obsessed by Mah-Jongg only to find that here the progress of the game is slow. It will never bring England and China together in a common interest as it has brought the United States and China. In New York it has given the Chinese a prestige he has never enjoyed before. He is eagerly sought as a Mah-Jongg instructor. Even in his own Chinatown, with its strange smells, its dark, dingy buildings, its stuffy shops full of interesting things, the New York women seek him, hoping to secure him in full native costume to come to their drawing-rooms and teach them and their friends the subtleties of the game.

CABLES.

LATEST CABLES.

THROUGH REUTER'S AGENCY.

TEN YEARS AGO.
OBSERVANCE OF GREAT WAR
ANNIVERSARY.

DAY OF REMEMBRANCE IN BRITAIN.

LONDON, August 4th.

Reduced facsimiles of the news columns and placards of August 4th, 1914, and picture paper illustrations of early war scenes constitute the most striking feature in the Press. References to the tenth anniversary of the outbreak of the great struggle, the events which led up to hostilities, Britain's participation and the post-war trend of European affairs are dealt with at length in articles, while eminent statesmen and others discuss various phases. The eve of the outbreak was yesterday observed in the churches throughout the country as a day of remembrance of the British dead.

IN GERMANY.

BERLIN, August 4th.

The tenth anniversary of the outbreak of the war was celebrated throughout Germany as a day of remembrance of the fallen. Flags on the public buildings of Berlin were flown at half mast. Herr Elbert, accompanied by members of the Cabinet, addressed a huge meeting from the Reichstag steps, at which he declared that Germany ten years ago resorted to arms solely in defence of the Fatherland and adjured Germans to rehabilitate the Fatherland. Military bands then played the funeral march. Two minutes silence was observed and the flags were then hoisted at the tops of the poles. The police arrested several communists who created a disturbance by singing the *Internationale* and scattering revolutionary pamphlets.

LONDON CONFERENCE.

GREAT OBSTACLES TO BE
OVERCOME.

LONDON, August 4th.

The concord established by the Allied Conference was greeted with expressions of sober satisfaction in the London Press. It is recognised that there has been much give-and-take. Some proposals are regarded as complicated but sight must not be lost of the fact that there are still great obstacles to be overcome in discussions with Germany before complete understanding can be reached.

THE GERMAN DELEGATION.

BERLIN, August 4th.

The German delegation left for the London Conference this morning.

On the eve of their departure for London Herr von Helldorf and Stresemann met the U.S. Secretary of State, Mr. Hughes, at a luncheon which President Elert gave in honour of the visitor. Other prominent German politicians were also present. Mr. Hughes is visiting Potsdam to-day and sails for America from Bremen in the evening.

The Berlin papers welcomed him in

flattering terms and hoped that his short

visit would benefit Germany.

GERMAN PEACE MEETING.

FRANCE AS A GUIDE.

WEIMAR, August 4th.

Speaking at a peace meeting Herr Dautz, a Reichstag deputy, declared that France knows of the existence of German organisations working for revenge and against the German republic. Doctor Avo said there was a French majority against war. Since the last French elections, he remarked, there had been a "concord of spirit," but unhappily the contrary appears to be the rule in Germany. Herr Rochie, secretary of the Social Democrat party, declared that Germany must repair devastated north France and prove her wish for peace by making good the injustice committed.

IRISH BOUNDARY DISPUTE.

WHAT ULSTER WANTED.

LONDON, August 4th.

The *Westminster Gazette* states that at Saturday's Irish Conference Earl Londonderry intimated Ulster's willingness to appoint a boundary commissioner if the provision made in the commission's terms of reference limited changes in the border to simple frontier rectification. The Government was unable to refer the matter to a judicial committee of the Privy Council for definition. Earl Londonderry was unable to agree, but Mr. Cosgrave was willing.

BRITISH LADY MURDERED
IN MEXICO.

ECHO OF THE CUMMINS AFFAIR.

Mexico City, August 4th.

Mrs. Evans was shot dead at Texmelucan Piella on a road leading to her hacienda. The murderers are believed to be agrarians spurred on by anti-foreign agitators. She was shot on the left side and fell from a wagon. Her hair caught in the wheels and her body was dragged a distance, the face being badly mutilated. Strauss, the German manager of the estate, was seriously assaulted. The assailants escaped with a payroll of \$2,000.

[Mrs. Evans was the lady alleged to have been indirectly responsible for the recent trouble between the Mexican authorities and Mr. Cummins, who was an accredited British Agent in Mexico. According to a statement by Mr. Ramsay MacDonald in the House of Commons on June 19th the Mexican Government attempted to dispossess Mrs. Evans of her farm. Mr. Cummins, in his official capacity, took up the matter with the Government, which objected to his letters and demanded his withdrawal. The Mexican Government went so far as to threaten to break into the British Legation at Mexico City if Mr. Cummins did not leave. The British Premier, in his statement outlined above, concluded by saying that he was not quite sure what had happened to Mrs. Evans, but he believed she had not met with any harm. The whole story was most romantic and one of Mr. Cummins' letters said that she was left defenceless and alone, except for the assistance of a brave young American.]

OBITUARY.

JOSEPH CONRAD.

LONDON, August 14th.

The novelist, Joseph Conrad, is dead.

[Joseph Conrad was by birth a Pole. His proper name was J. C. Korzeniowski. He went to sea at an early age and became a master in the English merchant service. Six years after retiring, he published his first novel, "The Alchemist," in 1895. This was followed by "An Outcast of the Islands," "The Nigger of the 'Arcturion,'" "Lord Jim," "Youth," "The Heart of Darkness," "Typhoon" and other stories. His later works have been "Under Western Eyes," 1911; "Chance," 1914; "Within the Tides," 1915; "Victory," 1917; "The Shadow Line," 1917; "The Arrow of God," 1919; and "The Rescue," 1920. His pictures of the sea are generally acknowledged to be unsurpassed. Mr. Conrad was awarded a Civil Pension in 1911, and in 1918 he was elected under a special rule a member of the Athenaeum Club. He was 65 years of age.]

THE WORLD'S SPORT.

DAVIS CUP. TENNIS.

FRANCE DEFEATS CZECHO-SLOVAKIA.

EVIAN LES BAINS, August 4th.

In the singles of the European zone final round of the Davis Cup contest, between France and Czecho-Slovakia, Cochet beat Zemla, 6-1, 9-6, 6-4, and Lacoste beat Macdonald, 6-2, 8-6, 6-4.

AMERICAN BASEBALL.

LAST WEEK'S GAMES.

NEW YORK, August 3rd.

NATIONAL LEAGUE.
New York, 5; St. Louis, 4.
Brooklyn, 3; Cincinnati, 2.
Pittsburgh, 7; Boston, 6.
Chicago, 5; Philadelphia, 1.
Brooklyn, 5; Cincinnati, 1.
New York, 8; St. Louis, 4.
St. Louis, 6; New York, 0.
Cincinnati, 3; Brooklyn, 11.
Philadelphia, 12; Chicago, 11.
Pittsburgh, 5; Boston, 2.
New York, 9; St. Louis, 2.
Cincinnati, 12; Brooklyn, 2.
Philadelphia, 3; Pittsburgh, 1.
Pittsburgh, 8; Boston, 1.
Pittsburgh, 6; New York, 3.
Brooklyn, 6; Chicago, 0.
St. Louis, 9; Philadelphia, 8.
Boston, 3; Cincinnati, 0.
Chicago, 4; Brooklyn, 1.
St. Louis, 6; Philadelphia, 3.
New York, 3; Pittsburgh, 1.
Brooklyn, 4; Chicago, 0.
Boston, 3; Cincinnati, 2.

AMERICAN LEAGUE.

New York, 5; Chicago, 4.
Detroit, 5; Philadelphia, 4.
Cleveland, 2; Washington, 0.
Boston, 4; St. Louis, 2.
Chicago, 7; New York, 6.
St. Louis, 9; Boston, 6.
Detroit, 2; Philadelphia, 4.
New York, 8; Chicago, 3.
Philadelphia, 7; Detroit, 4.
Boston, 10; St. Louis, 4.
Cleveland, 2; Washington, 1.
New York, 3; Chicago, 2.
Cleveland, 4; Washington, 2.
St. Louis, 3; Boston, 0.
Cleveland, 5; Philadelphia, 4.
Chicago, 7; Boston, 6.
Washington, 7; Detroit, 1.
St. Louis, 2; New York, 4.
Chicago, 5; Boston, 4.
Philadelphia, 7; Cleveland, 2.
St. Louis, 3; Cleveland, 4.
New York, 3; St. Louis, 2.
Chicago, 2; Boston, 1.
Philadelphia, 4; Cleveland, 3.
Washington, 7; Detroit, 4.
Detroit, 4; Philadelphia, 2.

U.S. WORLD FLIGHT.

MISHAP TO LIEUT. WADE.

SMITH REACHES HORN FJORD.

HORN FJORD, August 4th.

Smith and Wade encountered rainstorms, a squall and fog. The former arrived, but the latter descended into the sea, half way between Horn Fjord and Seapa Flow. His machine was taken in tow by a traveler.

REKJAVIK, August 4th.

Wade was found with his machine, the engine of which is only slightly damaged. The machine will be able to re-start without difficulty.

KIRKWALL, August 4th.

Wade descended 115 miles off the Orkneys.

PERHAPS NOW OUT OF IT.

NEW YORK, August 4th.

Wade's descent in the sea was due to a connecting rod of the oil pump breaking, while the wings were severely damaged in the descent. The airmen drifted in rough seas for four hours before they were picked up by a British trawler. Another serious mishap occurred when the cruiser *Richmond* was endeavouring to hoist the plane aboard. The tackle broke, resulting in a heavy steel boom falling and breaking the propeller and piercing the pontoon. The latest report says that Wade is temporarily and perhaps finally out of the race.

Wade may probably return to Kirkwall for a new start.

IN ADVANCE OF THE MAIL.

[FROM INDIAN PAPERS.]

CAPTURE IN COLOMBO HARBOUR.

LONDON, July 18th.

In the House of Commons, Mr. R. J. H. Hannon asked, with regard to the seizure of arms on board the *Schlesien* at Colombo, whether, in view of the embargo on the importation of arms into China, steps could be taken to ascertain whether the consignment had been intended for China, and if so by whom it had been despatched.

Mr. J. H. Thomas replied that, doubtless, the local authorities would take any necessary steps to ascertain the origin and destination of the cargo.

Mr. Hannon suggested that Mr. Thomas should instruct representatives in Ceylon to take care that no such consignments got through in future without very careful examination.

Viscount Curzon drew attention to a further similar case that had been reported.

Mr. Thomas replied that he had liberally answered in very general terms, in order not to play into the hands of those guilty.

A DOMINION GOVERNORSHIP FOR
DUKE OF YORK?

LONDON, July 18th.

It is rumoured in usually well-informed circles that an interesting announcement is likely to be made shortly regarding the Duke of York accepting the Governorship of one of the Dominions at no distant date.

The Duke was yesterday closeted with Mr. J. H. Thomas at the Colonial Office.

The Duke and Duchess are visiting Ulster on July 19th, where they are receiving 83 addresses, while Belfast and Londonderry are making the Duke a Freeman.

CRUMBLES MURDER TRIAL.

MAHON FOUND GUILTY.

LONDON, July 18th.

At the trial at Lewes Assizes of Patrick Mahon, charged with the murder of Emily Kaye at the Crumbles bungalow, there were a number of sensations. First a juryman fainted and was excused, and a fresh jury was empanelled and the trial was re-started.

The Crown case was similar to the Police Court case.

Mahon, giving evidence, swore that Miss Kaye was jealous and attacked him. They struggled, and her head then struck a coal box. He found that she was dead, and, as he was afraid to confess, he tried to dispose of the body.

LONDON, July 18th.

Mahon, the accused in the Crumbles bungalow murder case, has been found guilty of the murder of Miss Kaye.

COOLIES ON EVEREST EXPEDITION.

CALCUTTA, July 18th.

Capt. Bruce, who was in charge of the porters on the Everest Expedition, in a dispatch pays a tribute to the men under him, while on occasions he frankly discusses their failings. He points out that a selected, few toiled as high as 27,000 feet to pitch the last camp there. There was no fatal accident to any of the coolies, and there were only two bad cases of illness, one of which was fatal.

GANDHI TO RECUPERATE IN ITALY.

LONDON, July 18th.

A cable from Rome states that Mr. Gandhi is expected to spend three weeks at Mendola, a holiday resort on the upper Adige.

The management of a hotel there has been requested by cable to reserve a suite of rooms for him.

FAR EASTERN CABLE
NEWS.

[THROUGH REUTER'S AGENCY.]

JAPANESE STEAMER IN TROUBLE.

BRITISH VESSEL RESCUING TO HELP.

RANGOON, August 4th.

The Japanese steamer *Ceylon Maru* is calling for assistance from a position given as latitude 17 North, longitude 60 East. The British steamer *Nam Sang* is on its way there at full speed and is now 175 miles from the Japanese vessel.

[The readings given above places the Japanese steamer in the centre of the Bay of Bengal.]

JAPANESE WAR MATERIALS.

LARGE ORDERS PLACED IN BRITAIN.

LONDON, August 4th.

The *Westminster Gazette* notes the extraordinary activity of Kentish war material factories in connection with orders for the Japanese Government, for which Vickers are making 140,000 machine-guns and Scramblers. Of Gravesend, are executing a large order for a special type of tractor lorry.

SIGNIFICANCE OF WORDS.

MR. CHURCHILL ON ENGLISH.

Mr. Winston Churchill delivered the annual oration on June 27th at the commemorative day celebrations of the London School of Economics. In his report, the director (Sir William Beveridge) said the new wing of the school was estimated to cost upwards of £26,000, and the funds to pay for it were still not completely secured. Among recent benefactions received were £5,000 from the Carnegie United Kingdom Trust, and another of about £5,000 left to the university under the will of Miss Agnes Metcalfe to found a scholarship and a studentship for women.

Mr. Churchill, who was given a boisterous reception by the students, spoke on the importance of the study of English. He said that to be able to give exact and lucid expressions to one's thoughts, to write a good letter upon a complicated or delicate subject, and explain shortly, precisely, and correctly what you meant, what you had seen, what you had read, what you had been told, or what you wanted to understand, to appreciate the real significance of words, and express the various shades of meaning which attached to them—these were surely among the most important acquisitions which young English men and young English women could possibly seek for to aid them in their life's career.

It has become the fashion in this country," continued Mr. Churchill, "to affect a distrust and a disdain for the arts of speech and writing in ordinary everyday affairs. The traditional public school view, so largely dominant in our national life, is to depreciate address in speaking or writing under such expressions as 'glibness,' 'plausibility,' 'the gift of the gab,' and so on; and the standard type so often exhibited for the admiration of British youth is one of rugged virtue completely inarticulate. I have the greatest respect for classical education, and I never cease to envy those who have attained to the serene dignity of scholarship. But I am convinced that to enforce the study of Latin and Greek on the great multitude of average youths at our schools and universities as the main foundation of their education is an absurd mistake, and one which does injustice both to the ancients and to the moderns. Fancy teaching scores of thousands of boys who do not know how to construct a respectable English sentence to write Latin and even Greek verses, and to pore in the dictionary for the meanings of Latin and Greek words when they do not comprehend the meaning of their own!

In my view the process should be entirely reversed. How did the ancient Greeks make their language the most perfect and powerful expression of human thought which has been devised by man? They did not study the older languages and dialects of a remote antiquity. They studied Greek. I suggest that we should imitate them, and that our basic study should be the study of English. That is the universal compulsory which should stand at the gateway of all our great educational establishments and become the standard by which the first judgment is formed of the ability of pupils. I believe that a liberal education, a literary style and taste, can be founded on the study of English alone without the need of learning Latin or Greek.

Do not undervalue the spacious magnificence of the English language. The writer of an English speech commands at a stroke a wider audience of educated readers and listeners than has ever existed before in the world. It is the vehicle of the great message of law, compromise, tolerance, good sense, and fair play to which, believe me, as much as to our fleets and armies, we owe our great position among the races of mankind.

HOW SPAIN DEALS WITH STRIKES.

The Spanish Directory has shut down the Madrid tobacco factory for three months, locking out 4,000 women workers who struck claiming a rise of wages. "We consider the strike unjustified," says the *Marquise Estalla*, "and wish to make it clear to the workers what our line of conduct will be in such cases. We will not examine the case of the workers for three months."

GRAND WORDS.
BENCH AND POLICE.

The obiter dicta of the magisterial bench always secure a good press. Reporters feverishly fling them, and contents bills "feature" them as "amazing." Our London magistrates, not without guile, pop them off in good time for the City Special edition. Thus everybody is pleased—save, perhaps those "silly" candidates for publicity, the County Court Judges. His Honour feels rooted in dishonour until he can get into print as good a joke as his Worship's. But neither trespasses on the other's ground. His Honour is inclined to the racy and waxes witty over the greed of creditors or the follies of the law; his Worship is generally a helpless addict to the belles lettres. The police magistrate has, I think, chosen the better part. There is room for all tastes in literature, including the pedantic. And was there not a touch of the pedant in that magistrate who the other day referred sarcastically to the words "alteration" and "demeanour" as grand? To the policeman guilty of them he is reported to have said: "You use very grand words, and I don't understand you a bit." Are these words, then, so grand as to be unintelligible? I should have thought their meaning, like what song the Sirens sang, to be not beyond conjecture. We do not expect the metropolitan police to speak the English of

Jeremy Taylor, but that hardly seems a reason for restricting them to words of one syllable, especially as the drunk and disorderlies are not denied the freedom of a rich and copious vocabulary. I think I see what has happened. This magistrate has been converted by the new stylings of staccato writers who came in along with shingled hair. Let him look to it, lest one day he be ereft his bench, with drums and trappings, by Sir Thomas Browne and wheeled by Samuel Johnson in impassioned gloom.

Meanwhile, for a whole week or more, the leader-writers have toyed with him and called him all sorts of names: Rhadamantus and Aristarchus and arrogant blockhead and fine old English gentleman. At any rate, he has got publicity, full measure, pressed down and running over. It is the police I am complaining of. The "grand" words he probably ate. The "grand" words have not been chosen for their grandeur, have not been chosen as the traditions of the force. They are part of an official code, they are almost necessarily, as uniform as their official dress. A constable on duty has more stuffy than when he is off it, and it seems right that he should speak more stuffy, too; the free and easy language of his domestic hearth would be incongruous with the solemnity of a police-court. It is all very well for the magistrate, a gentleman of liberal education and refined taste, to speak the same language in Court as out of it; he has had advantages denied to the policeman, who must be taught an artificial lingo for public use.

THE FUN OF LIFE.

For it is a mistake to suppose that the natural English of the unlettered Englishman is necessarily good English. It will contain many a good homely idiom, to be sure, many of the fundamental elements of the mother-tongue, but it will also be full of the slang and current clichés of the day—the result of unconscious imitation. In a word, it will be vulgar. It will not be the simple, nervous English of Swift, which I suppose would be the model approved by our magistrate who objects to "grand" words—but an amalgam of the 20th-century equivalent for that with the catchwords of the crowd and phrases picked up from those cheap publications for the illiterate by the illiterate which Mr. H. G. Wells so strangely admires.

And this, I submit, accounts for the stilted English of our Public Offices. Give the natural man a free hand and he will draft an idiomatic minute or letter, but not without incongruous colloquialisms and lapses of taste which would be no less unseemly in a minor official document than in the most important of State Papers. Besides, there is the obvious need for impersonality; a marked, individual style—the most precious thing in pure literature—is quite unsuitable for documents issued by the collective entity of a Government Department. And so a system of prescribed phrases and orthodox formulas grow up, or, rather, are handed down from generation to generation.

And this, I submit, accounts for the archaic, but the point is that it is safe. It curbs the exuberance of the juniors, supplies the inarticulate with a ready-made instrument of expression, and offers the greayer heads an ingenious exercise in the adaptation of old phrases to new patterns. Of course, there are pedants in high places whose prejudices and reservations plague their subordinates. And there is a class of minds that run so naturally to the stereotyped as to produce, but I believe I think it must be conceded that our Government Departments have attained a respectable standard of English. What helps most, I fancy, to keep up the standard of criticism from several other people—an excellent security for the sound "humdrum" which the old East India director told the ambitious recruit was the style they preferred in official papers. In literature, of course, it would be an abomination.

(Continued on next column.)

ART THE PEACEMAKER.
PREMIER ON FELLOWSHIP.

The Prime Minister, opening a loan exhibition of modern foreign paintings, arranged by the Contemporary Arts Society at Colnaghi's Galleries, Bond Street, on June 20th, said, on such occasions they felt how very important it was that they should encourage contemporary art. It was fashionable to run after and admire old masters, but we were apt to forget that at one time the old masters were contemporary artists. We also forgot the struggling men and women who, some years from now, were likely to become old masters. Our appreciation of the ancient and neglect of the modern would deprive the future of old masters that might be worthy of a place beside these we now admired. Art was like nature; it never got old. The great work that those who appreciated art could do for their own generation was to anticipate the judgment of time before the crowd had heard the names and appreciated the pictures. It was also very necessary that those who appreciated our own national art best should keep in the closest touch with foreign art. No national art was absolutely native to its own soil.

Art was a combination of experience and tradition. No artistic standard could be elevated to the position of a factor whose will must always be obeyed. Its proper position was that of a goddess, whose charms were so attractive and appealing that she became a great inspiration and stimulus to further dreaming, thinking, and aspiration. Therefore, the National School of Art must ever turn abroad and find out what was being done by other schools, and that was the great value of such exhibitions as the present one. He was not unmindful of the fact that it was a French exhibition, and they were there not only as lovers of art, but to emphasise the fact that the artistic spirit must be international. One of the inevitable consequences was a love of mankind, peace, co-operation, and fellowship. In fact, a love of those virtues which proclaimed a common humanity rather than a divided humanity. To-day, the forces making for division were all too numerous and too powerful, despite the numerous promises that had been made since 1914. Such little authorizations as theirs, and the collections they had come to view, were manifestations of homage to our French fellow-artists and French fellow-appreciators of art. He ranked it as one of the precious things that removed difficulties and made co-operation possible.

SEARCH FOR THE BEAUTIFUL.

A generation that had gone took the view that if we could only trade together we could love each other; if we could only get profits from each other we could appreciate each other; if we could only get bankers or ledger balances against each other we could live in the most harmonious co-operation. That was all nonsense. Economic advantages would never bring peace. What would bring peace was spiritual fellowship, the common exploration of the extraordinary mysteries of life, and the common appreciation, expressed in literature, art, and so on, of all that was beautiful and satisfied the soul; that which turned the most conservative into pilgrims seeking for a more blessed ideal. That was the foundation of an international policy of peace.

NEED FOR HARD WORK.

SIR W. BULL ON MODERN
TENDENCY.

The Right Hon. Sir William Bull, M.P., addressing the National Union of Manufacturers at their monthly luncheon at the Holborn Restaurant, on June 17th, said: "When one sees the amount of unemployment that there is, and yet sees large streams of people at the cinema theatres, and charabancs going about the country, I think there is a great deal too much amusement and not enough hard work. I deplore the present Factory Act, in which they say everybody should have a forty-eight hour week. It is all trash. We cannot afford it. The present is not the time for indulging in things like that."

Sir William urged that we must get back to the hard work of our ancestors. He did not believe there was any workman finer than the British workman, and, given a free hand, under fair conditions, we could compete in the markets of the world against any other country, but not by abolishing the McKenna Duties, making a forty-eight hour week in all trades, and increasing costs in all directions.

GOOD ENGLISH.

And we must not forget that in official as in all other prose there has been within the past half-century a continual process of simplification. Trollope's Sir Hufflebuffle wrote much more pompously than any modern head of a Department. "How do you say 'good fellow' in print?" asked a leader-writer of the great *Delectant*. "Sir," was the reply, "you should not say it at all." That was the mid-Victorian note. Nobody would be surprised to find a "good fellow" in the leader-pages of *The Times* of to-day. Yet public bodies must always move a little more cautiously than private. Hence it comes about that journalists poke fun at Government Office English, and a magistrate girds at the police for their "grand words." For my part, I would jealously preserve every variety of professional speech, as I would every variety of professional garb and etiquette. They attest the reality of history and add to the fun of life.—A. B. W. in *The Times*.

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NEW ERA IN WORLD INTERCOURSE.

MARCONI PREDICTS A REVOLUTION.

DISTANCE AND SPEED PROBLEMS SOLVED.

A revolution in wireless telegraphy was predicted by Mr. Marconi recently in a lecture at the Royal Society of Arts.

He is convinced that by means of the short-wave, directional method, high-speed services can now be maintained with the most distant parts of the globe during a considerable number of fixed hours every day.

The effect of such a change must be as important as was the change from slow to fast transmission by land wires. It will, in Mr. Marconi's opinion, be of great value to Empire communications, and will substantially reduce telegraphic rates.

TWO GREAT ACHIEVEMENTS.

Mr. Marconi's beliefs are based on two recent achievements with the method by which short wireless waves are projected in a beam in one direction only, instead of being allowed to spread all around.

Intelligent speech was for the first time transmitted from Poldhu to Sydney on May 20th. Perfect Morse transmissions were also made on several days between 5 and 9 p.m. Greenwich time, and between 6.30 and 8.30 a.m.

Between June 12th and June 14th, very strong signals were received for over ten hours each day at Buenos Aires from Poldhu, although the arrangements were far from perfect.

It is believed that with the new system an Argentine station will handle in six hours double the traffic now handled in twenty hours with the present super-power station.

"All these results," said Mr. Marconi, "many of which have greatly exceeded my expectations, convince me that by means of this system, economical and efficient long distance stations can be established which will maintain direct high speed services with the most distant parts of the globe during a considerable number of fixed hours per day."

"I am further of the opinion that by means of these comparatively small stations a far greater number of words per twenty-four hours could be transmitted between England, India and her distant Dominions than would be possible by means of the previously planned powerful and expensive stations."

Another particular advantage of this system should not be overlooked. As distant stations situated on either side of a certain angle or sector of the beam are enabled to receive, this condition brings about a comparative privacy or secrecy of communication, unobtainable with any other system of radio communication, and this may prove to be of the greatest value in war time, besides considerably increasing the number of stations it will be possible to work, by reducing the possibilities of mutual interference between them.

The comparative economy in capital cost of these stations, the small amount of electrical power which need be employed, with the capability of working at very high speeds, should make it possible to bring about a substantial reduction in telegraphic rates. The importance of this to the Empire must be obvious.

Mr. Marconi gave interesting details of his latest experiments. In those carried out between Poldhu and the yacht *Electra* he observed:

That the day ranges proved to be reliable and not inconsiderable.

That the night ranges were much greater than any anticipated.

That intervening land and large portions of continents do not present any serious obstacle to the propagation of these waves.

DARKNESS PREFERRED.
He proved that the wireless beam always seeks darkness to travel through, and chooses the path of least sunlight, even though the distance is longer. In tests between Australia and Poldhu he found that when the Atlantic and Pacific were in shadow the signals followed a route across them, a distance of more than twelve thousand miles. When darkness covered Asia and the East the waves followed the darkness over a route of nine thousand miles.

In an interview with a *Daily Express* representative after the lecture, Mr. Marconi expressed his convictions in no uncertain manner.

"We are on the eve of even greater discoveries in the realm of wireless telegraphy," he said. "The results obtained and announced will probably be epoch-making in the sphere of wireless."

AMERICANS' VIEW OF EUROPE.

At the League of Nations Union conference at Wembley on June 20th Mrs. Forbes Robertson Hale spoke on "American and the League." She said that the people of the United States had never really voted against the League of Nations. In their endeavour to get rid of President Wilson the Republican leaders used the League as a whip, but they did not dare to oppose the ideas of the League. "The man in the street in America," said Mrs. Hale, "is fed up with Europe. He still likes France, because he is told to do so, but he is getting a little anxious about her. He does not love England, but she is the only country he will respect, because she pays her debts."

The Italians and Spaniards, she said, were classed as "Dagoes," Hungarians as "Wops," and Scandinavians as "Square-heads." This summed up the average American views on Europe. Referring to the methods of publicity carried out in the United States in aid of the League, she said that as soon as the average man realised the value of the League as fully as the intellectual classes did the Senate would decide to join it.

FREEMASONRY.

Lord Ravensworth, as Provincial Grand Master of Durham, presided on June 20th, at Connaught Rooms, at the fifty-seventh anniversary festival of the Mark Benevolent Fund.

In proposing "Success to the Mark Benevolent Fund," the chairman said the fund was instituted in 1869, and was divided into three branches, benevolent, educational, and annuity. The fund gave immediate relief to necessitous cases, while at the present time sixteen boys and eleven girls were being educated and fourteen males and twenty females were receiving annual grants. Since its inception the fund had provided for 188 children and 113 necessitous Mark Masons and widows, at an expenditure of £65,000.

Major T. G. L. Lundy-Smith, Grand Secretary, in announcing the result of the festival, stated that London sent up a collection of £1,357 14s. 6d. at the hands of 133 stewards. Durham sent £3,333 3s. 4d. at the hands of 109 stewards, and other provinces and districts overseas, £3,346 0s. with 501 stewards. The grand total of the festival was a collection of £10,037 6s. 0d. which is over £519 more than any previous festival of the Mark Benevolent Fund.

THE PARTING OF THE WAYS.

[BY MARGARET GASTON.]

"What has become of that friend of yours whom I used to meet before I went away?" asked the middle-aged kinsman home from America.

The girl he questioned hesitated for a moment, then said: "We're not great friends any longer. We didn't quarrel. As we grew older, our friendship just petered out."

"I see. You were good companions for part of the journey. There are people whom we do not take with us all the way. We like them, admire them, are sincerely glad of them. One phase of our experience blends with theirs, or their whim and ours in a happy while have met."

Adventures or enthusiasms are shared. But there comes a time when we arrive at a crossroads and they turn as instinctively to the east as we turn to the west. There may or there may not be a moment of conscious farewell, but it is farewell. We shall not meet them again on our journey."

And in this parting there is involved no disloyalty, no failure on either side. The failure would have been for either to capitulate and turn his face in a direction which for him held no true fulfillment. We must complete our own journey, even if we have to finish them alone.

But happily this rarely happens. There are friends who pass, but there are also friends who remain. Sometimes, in the purely superficial diversions of the way, we may seem to lose sight of them. But whenever we think deeply or live deeply we know that they are there. From the beginning their road was destined to be our road. Up and down by ways we may lodge each other, but the inevitable return to the highway finds us again in company.

Some of our friends are for part of the journey and some of them go to the very end.—*Daily Mail*.

VISITORS TO M.P.s.

6,000 A WEEK IN THE HOUSE.

Between 5,000 and 6,000 visitors, both from home and overseas, now apply weekly to members to view the Houses of Parliament—a total far greater than anything previously known.

In this connection disappointment having been expressed by guests when told they cannot be taken to hear a debate in the House of Commons as in the Lords, Mr. McIntee, Labour M.P. for Walthamstow W., is to ask the First Commissioner of Works for use of part of the members' little-used galleries for the purpose.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS		SUBJECT TO ALTERATION.	
TIENHSIN via CHEFOO	— "TAKSANG"	Tuesday, 5th Aug.	Noon
BANGKOK via SWATOW	— "CHAKSANG"	Tuesday, 5th Aug.	5 p.m.
SHANGHAI	— "TINGSANG"	Wednesday, 6th Aug.	10 a.m.
STRAITS & CALCUTTA	— "F. OESANG"	Wednesday, 6th Aug.	3 p.m.
MANILA	— "YUENSANG"	Saturday, 9th Aug.	11 a.m.
TIENHSIN	— "CHEONG-SING"	Saturday, 9th Aug.	10 a.m.
HAIPHONG via HONGKONG	— "MINGSANG"	Sunday, 10th Aug.	7 a.m.
SHANGHAI via SWATOW	— "CHUNSANG"	Thursday, 14th Aug.	10 a.m.
KOBE	— "KUTSANG"	Friday, 15th Aug.	10 a.m.
SANDAKAN	— "HINSANG"	Saturday, 16th Aug.	10 a.m.
MANILA	— "SUISANG"	Saturday, 16th Aug.	10 a.m.
HAIPHONG via HONGKONG	— "LERSANG"	Sunday, 17th Aug.	7 a.m.
STRAITS & CALCUTTA	— "LAISANG"	Monday, 25th Aug.	3 p.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai and All steamers have excellent passenger accommodation, are fitted with wireless and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday at 11 a.m.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hongkong.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, i.e., "HINSANG" and "MAUSANG," both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENHSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, occasionally calling at Weihaiwei and Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok via Swatow by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "FOOKSANG" will be despatched on or about Wednesday, 6th August, 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE, MATHESON & CO., LTD.
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GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K. STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

HOMEBWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong	Discharges
"PEMBROKESHIRE"	5th Aug.	"GLENBEG"	21st Aug.	
"GLENIFFER"	20th Aug.	"GLENBEG"	28th Aug.	
"GLENOGLE"	31st Sept.	"GLENIFFER"	28th Sept.	
			London, Rotterdam & Hamburg	

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

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THE GLEN LINE, LTD., AGENTS.

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(ROYAL PACKET NAVIGATION CO. ON BATAVIA)

THE STEAMSHIP

VAN OVERSTRATEN

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SINGAPORE, PENANG and BELAWAN-DELI DIRECT.

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1st Class Fare to Singapore—\$100.

This vessel offers excellent saloon accommodation. All lower berths. Doctor carried. English cuisine. Wireless telegraph.

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Telephone Central No. 1574. YORK BUILDING, CHATEAU ROAD.

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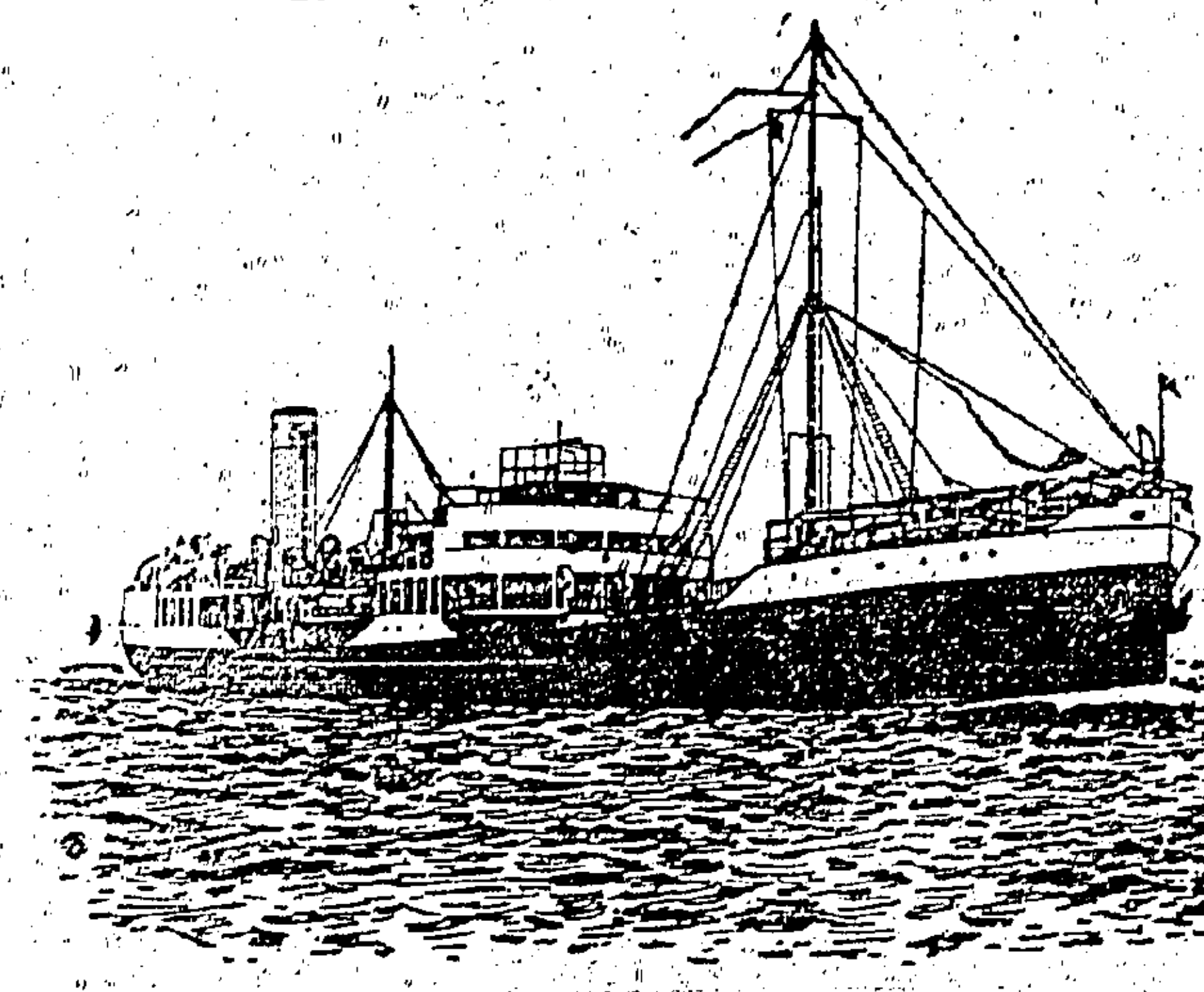
REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
THIPANAS	JAVA	In port	6th Aug.	SAIGON
TUSALAK	SEALIA—MORAN	7th Aug.	11th "	YOKOHAMA
TUTAROM	JAPAN	8th "	9th "	BATAVIA
THIMANOEK	BATAVIA	8th "	11th "	SHANGHAI
OMBILIN	JAVA	12th "		
SAWAB	JAVA	15th "		
LOENTO	SHANGHAI	16th "	18th Aug.	MAKASSAR
TJILIWONG	JAVA	18th "	18th "	SHANGHAI
TJIKINI	SHANGHAI	21st "	23rd "	BATAVIA
TJISONDARI				

Wireless Telegraphy.
The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia. For Particulars of Freight and Passage, apply to the
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CODES USED: A1, A.R.C. Fifth Edition; Engineering: First and Second Edition
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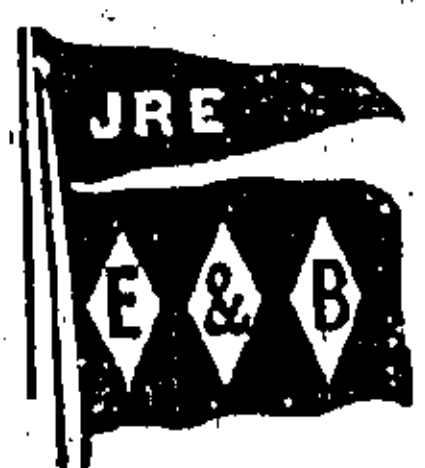
OIL TANK STEAMER "PALUDINA"

427' 0" 83' 1" 21' 0" 8,400 tons d.w.t. x 8,100 H.P.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD., at HOWLOON, DOCKED to the order of THE ANGLO SAXON PETROLEUM CO., LTD., being one of four similar vessels built in these WORKS to the same order.

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BUCKNALLSTEAMSHIP
COMPANY, LTD

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

CITY OF BAGDAD ... 13th Aug. ... Hav. & L'don, R'dam, Hamburg & Glasgow.

PASSENGER SERVICE.

CITY OF LAHORE ... 26th Oct. ... Shanghai and Japan.
CITY OF LAHORE ... 7th Dec. ... Marseilles, London, etc.

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AND

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO. LTD.)

Sailings from Hongkong.

CITY OF CHESTER ... via Suez Canal ... 8th Aug.
CITY OF CHESTER ... via Suez Canal ... 3rd Aug.
CITY OF CHESTER ... via Suez Canal ... 11th Sep.Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.

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SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hong Kong and Japan.	Probable Sailings from Hongkong for Marseilles.
ANOKOR	2nd July	7th Aug.	17th Aug.
AZAY LE RIDEAU	17th July	18th Aug.	14th Sept.
PAUL LECAT	31st July	1st Sept.	24th Sept.
ANDRE LEBON	14th Aug.	15th Sept.	12th Oct.
AMBOISE	28th Aug.	29th Sept.	21st Oct.
CHANTILLY			

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).
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Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (CARGO BOATS).

loading for HAVRE, ANTWERP

DUNKIRK about

VALOW from DUNKIRK, LONDON & HAVRE is due

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Sailings subject to alteration without notice.

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MESSAGERIES MARITIMES CO.,

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DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

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SWATOW, AMOY & FOOCHOW

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HAIFONG	Capt. W. S. Turnbull	Tuesday	5th Aug. at 1 p.m.
HAINING	Capt. W. O. Passmore	Friday	5th Aug. at 5 p.m.
HAIPHONG	Capt. Ellis Walker	Tuesday	12th Aug. at 3 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

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PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

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NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"MIRAPPORE"	6,715	7th Aug.	Noon Spore, Penang, Colombo & B'bay.
"DEVANHA"	8,092	9th Aug.	Noon Spore, Penang, Colombo & B'bay.
"SICILIA"	6,813	2nd Aug.	Spore, Penang, Colombo & B'bay.
"MANTUA"	10,902	23rd Aug.	Mars, L'don & Antwerp.
"SARDINIA"	6,084	4th Sept.	Spore, Penang, Colombo & B'bay.
"KALIAN"	6,118	6th Sept.	Mars, L'don & Antwerp.
"NAOYA"	6,554	12th Sept.	do.
"KASAB-HIND"	11,431	20th Sept.	do.
"KASHMIR"	6,866	2nd Oct.	Spore, Penang, Colombo & B'bay.
"KASHMIR"	6,863	4th Oct.	Mars, L'don & Antwerp.
"MOHRA"	10,911	18th Oct.	do.
"SICILIA"	6,813	25th Oct.	Spore, Penang, Colombo & B'bay.
"KASHMIR"	6,840	1st Nov.	Mars, L'don & Antwerp.
"MALWA"	10,941	15th Nov.	do.
"KASHMIR"	6,863	22nd Nov.	do.
"MANTUA"	10,902	13th Dec.	do.
"KALIAN"	6,118	27th Dec.	do.
"MACE DONIA"	11,089	10th Jan.	Mars, L'don & Antwerp.
"KALIAN"	6,118	24th Jan.	do.
"MOHRA"	10,911	7th Feb.	do.
"KASHMIR"	6,863	21st Feb.	do.
"MALWA"	10,941	7th Mar.	do.

BRITISH INDIA-APCAR SAILINGS

"TAKADA"	8,949	29th Aug.	Singapore, Penang & Calcutta
"TALMA"	10,000	2nd Sept.	do.
"TILAWA"	10,000	26th Sept.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	27th Aug.	Manila, Sandakan, Thursday
"ARAFURA"	6,000	1st Oct.	Island, Townsville, Brisbane,
"ST. ALBANS"	4,500	27th Oct.	Sydney & Melbourne.

Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"SARDINIA"	6,884	8th Aug.	Shanghai & Kobe.
"KALIAN"	6,118	4th Aug.	Shanghai, Moji & Kobe.
"TALMA"	10,000	13th Aug.	Moji & Kobe.
"TILAWA"	10,000	16th Aug.	do.
"KASAB-HIND"	11,430	22nd Aug.	Shanghai, Moji & Kobe.
"PESHAWUR"	7,934	3rd Aug.	Shanghai & Yokohama.
"TAHARA"	6,500	31st Aug.	Moji & Kobe.
"KASHMIR"	6,863	3rd Sept.	Shanghai, Moji & Kobe.
"SUJUDAN"	6,890	8th Sept.	Shanghai & Kobe.
"ARAFURA"	6,000	18th Sept.	Moji & Kobe.
"TALMA"	10,000	18th Sept.	Shanghai, Moji & Kobe.
"MOHRA"	10,911	18th Sept.	do.
"KASHMIR"	6,863	3rd Oct.	Shanghai, Moji & Kobe.
"ST. ALBANS"	4,500	4th Oct.	Moji & Kobe.
"SICILIA"	6,813	4th Oct.	Shanghai & Kobe.
"MALWA"	10,941	18th Oct.	Shanghai, Moji & Kobe.
"KASHMIR"	6,863	1st Nov.	do.
"EASTERN"	4,000	1st Nov.	Moji & Kobe.
"MANTUA"	10,902	15th Nov.	Shanghai, Moji & Kobe.
"KALIAN"	6,118	24th Nov.	do.
"KASHMIR"	6,863	8th Dec.	Moji & Kobe.
"ARAFURA"	6,000	12th Dec.	Shanghai, Moji & Kobe.
"MACE DONIA"	11,089	27th Dec.	do.
"TALMA"	10,000	27th Dec.	do.
"ST. ALBANS"	4,500	3rd Jan.	Moji & Kobe.
"MOHRA"	10,911	10th Jan.	Shanghai, Moji & Kobe.
"KASHMIR"	6,863	24th Jan.	do.
"MALWA"	10,941	7th Feb.	do.
"KASHMIR"	6,863	21st Feb.	do.
"MANTUA"	10,902	7th Mar.	do.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Hongkong must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

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U.S.S. "WEST KATA"	Due Hongkong 1st Port.
U.S.S. "WEST JESTER"	Leave Hongkong 6th Aug.
U.S.S. "WEST JESTER"	Leave Hongkong 18th Aug.
U.S.S. "WEST SEQUANA"	Leave Hongkong 29th Aug.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO
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THROUGH BILLS OF LADING ISSUED TO U.S.
AND CANADIAN OVERLAND POINTS.

TO MANILA, ZAMBOANGA AND CEBU.

U.S.S. "WEST FARALON"	Due Hongkong 8th Aug.
U.S.S. "WEST FARALON"	Leave Hongkong 11th Aug.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

TO SAIGON AND MANILA.

U.S.S. "WEST PROSPECT"	Due Hongkong 28th Aug.
U.S.S. "WEST PROSPECT"	Leave Hongkong 29th Aug.

For Full Information, Apply To

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L. EVERETT, General Agent for
JAPAN-CHINA-PHILIPPINES,
INDO-CHINA-STRAITS & JAVA.CHINA NAVIGATION CO.,
LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departure	D.L.
AMOY & SHANGHAI	"SZCHUEN"	On 5th Aug.	10 a.m.
HOIHOW, PAKHOI & HAIPHONG	"TAMING"	On 5th Aug.	2 p.m.
SWATOW & BANGKOK	"CHINHUA"	On 7th Aug.	10 a.m.
HOIHOW & SINGAPORE	"SOOCHOW"	On 7th Aug.	2 p.m.
SWATOW & SHANGHAI	"KWANGCHOW"	On 13th Aug.	2 p.m.
SWATOW & BANGKOK	"KINGYUAN"	On 13th Aug.	4 p.m.
AMOY, SWATOW & SINGAPORE	"KUEIHOOW"	On 13th Aug.	2 p.m.
WATIAI, CHEEFOO & TIENSTIN	"KWEIYANG"	On 17th Aug.	2 p.m.
AMOY, SWATOW & SINGAPORE	"KALGAN"	On 18th Aug.	2 p.m.
SWATOW & BANGKOK	"CHENAN"	On 24th Aug.	10 a.m.
HOIHOW & BANGKOK	"KWANGTUNG"	On 26th Aug.	2 p.m.
SWATOW & BANGKOK	"KIUNGCHOW"	On 26th Aug.	2 p.m.

SHANGHAI LINE—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Pukow), Tuesdays (via Amoy), Thursdays (via Swatow) and Saturdays (direct extending to Ningbo). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

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Steamer	Arr. Hongkong	Sails for Manila	Sails for Australia

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TAKING CARGO ON THROUGH BILLS OF LADING TO
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REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI.

S.S. "LAONIA"	Sails about 19th August.
S.S. "VENEZIA"	Sails about 31st August.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "ROSANDRA"	Sails about 18th August.
S.S. "BRENTA"	Sails about 26th August.
S.S. "VENEZIA"	Sails about 8th September.

* Cargo only.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI"	Sails about 31st August.
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